

**2009
GGR AUTOCROSS
& TIME TRIAL RULES**

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2009 Rules Change Calendar

Proposals accepted will be used for the 2010 Rule Book

October 30 Deadline to submit rules change proposals

November Nugget Change Proposals printed

November 14th Open Meeting for comments on proposed changes (Tentative)

TBD Rules finalize and approved by Drivers Events Committee

December Nugget Approved Revisions published and Rule Book published to the Web, and made available for download

1.0 INTRODUCTION

- a. This rulebook contains the regulations and requirements for the Golden Gate Region (GGR) of PCA Driver's Education, Time Trial and Autocross series. In any and all cases of conflict between the rules contained herein and the official Bylaws of the Golden Gate Region of PCA, the Bylaws shall take precedence. The Autocross Series Chairperson may establish operating procedures as long as they do not countermand these rules. The Driver's Education/Time Trial Chairperson may establish operating procedures as long as they do not countermand the Bylaws nor fall below the PCA National Driver's Education Minimum Standards.
- b. It is each participant's responsibility to ensure that they are participating in compliance with these regulations. The rules contained in this rulebook shall not be given a strained or tortured interpretation and shall be applied in a logical manner, keeping in mind that it cannot specifically cover all possible situations. The word "shall" (either positive "shall or negative "shall not") means "mandatory".
- c. Throughout this document certain abbreviations or other notations appear for brevity. These items include: "A/X" may appear for "Autocross"; "DE" or "Driver's Ed" may appear for "Driver's Education"; and, "TT" may appear for "Time Trial". For the purposes of this document DE is characterized as a non-competitive (i.e. no published timing) track event with cooperative passing whereas TT is characterized as a competitive, timed track event with no passing and substantial car spacing (also known as "Timed Runs").
- d. As indicated in the Table of Contents, the subjects contained are (2.0) the rules for conduct of the events and series, (3.0) the safety-related requirements, (4.0) the classification and regulations of the automobiles, and (5.0) the process for changing these rules. In each section, the rules that apply to all events are shown first, followed by rules specific to Autocross, rules specific to Driver's Education and then rules specific to Time Trial. In addition, because the rules for DE and TT are substantially the same or cumulative (i.e. all DE rules are also TT rules; subject to augmentation or modification), such rules may be presented together and the differences highlighted on an exception basis. Where the applicability of a DE or TT rule

is not clear by context (e.g. competition, timing, posting, protests, points, appeals and awards do not apply to DE), the notation "(both)" or "(TT-only)" will appear to indicate that the rule applies to both DE and TT in the former case and only to TT in the latter. For example, the rules on Flags (2.4) have the following format:

2.4 Flags

- a. Flag rules that apply to Autocross, Driver's Education and Time Trials

2.4A Autocross

Flag rules that apply to Autocross

2.4D Driver's Education

Flag rules that apply to Driver's Education

2.4T Time Trial

Flag rules that apply to Time Trial

- e. If additional information is needed, contact the Autocross or Driver's Ed/Time Trial Chairpersons (phone numbers are usually listed in the Nugget).
- f. The Drivers' Events Committee is responsible for publishing these rules and is responsible for rules change as described in Section 5.0. The Drivers' Events Committee consists of the Competition Director (as chairperson), the Zone Seven Representative (for Section 4.0 rule changes only), the Autocross Chairperson, the Driver's Ed/Time Trial Chairperson, a member chosen yearly by a vote of the autocross participants, and a member of chosen yearly by a vote of the Time Trial participants.

- g. NOTE: GGR follows PCA National Driver's Education Minimum Standards (see Appendix F). Rules appearing within the body of this document applying to DE are additions to or clarifications of the Minimum Standards.

1.1 NUMBER OF CLASSES

- a. It shall be the policy at GGR to have a sufficient number of independent classes (as defined by the Drivers' Events Committee), so as to maintain fair and competitive events without prejudice for or against specific cars or drivers. In other words, if a class consists of only a single car due to lack of participation by others owning similar cars, that car will neither be reclassified nor moved to another class without proof of the car's (not driver's) competitiveness in the new class. There shall be equivalent classes for open and women.

1.2 PERMITTED VEHICLES

- a. For Driver's Education/Time Trials; only cars (i.e. not SUVs) are permitted to participate. For Autocross, these rules apply to any Porsche Automobile.
- b. All non-mass produced Porsche sports or racing cars, must be approved by the event chair, competition director, or designee.

2.0 EVENT ADMINISTRATION AND CONDUCT

2.1 EVENT ADMINISTRATION

- a. No deviation in these rules will be allowed unless previously approved and published by the GGR Board of Directors.
- b. Consumption of alcoholic beverages, drugs that might impede driver reaction and/or the use of narcotics, marijuana or other dangerous and/or illegal drugs during the event, by an entrant, spectator, or worker are prohibited.
- c. Registration fee may vary from event to event due to the course rental and operating expenses.
- d. There is no set number of events constituting the series.

2.1A Autocross

1. Each event shall provide appropriate time allocation for registration (including a late registration period), car safety tech, course walk, and drivers' meeting.
2. Contestants shall be divided into two or more groups of approximately equal size and the Autocross Chairperson shall administer the event by having each group rotate through sessions of driving and sessions of working.
3. Each group shall be large enough to adequately staff positions during work sessions.
4. Contestant event points shall be forfeited if they fail to work their appropriate worker assignment unless excused beforehand by the event chairperson.
5. PCA members can compete for timed runs, but not for year end points in other makes of cars, provided that the car passes car safety tech.

2.1T Driver's Education/Time Trial Administration

1. Driver's Ed/Time Trial Chairman is to be nominated to the Board of Directors by the Competition Director no Later than November 1st. (Reasoning: To ensure the following years Chairman has enough time for staff changes, season is normally over by Nov. and starts in Feb. and to allow for introductions at the Year end banquet.)
2. Driver's Ed/Time Trial Chairman shall serve no longer than Three years. (Reasoning: to encourage change and to have a set time of change.)
3. Driver's Ed/Time Trial Chairman is responsible for Budgets, Staff, Policies, and Schedules for the series. Except as noted in the Rule Book.
4. The Competition Director and the Driver's Ed/Time Trial Chairman shall nominate to the Board of Directors The Chief Driving Instructor of the series no later than November 1st. (Reasoning: The Chairman should have direct input to who he wishes to work with.)
5. The Time Trial Chief Driving Instructor (CDI) shall serve no longer than Three years. (Reasoning: to encourage change and to have a set time of change.)
6. The CDI shall be responsible for Training and maintaining a proper amount of driving instructors to fulfill the Policies of

the Driver's Ed/Time Trial Chairman. (Reasoning: Sets an area of responsibility and a Chain of command.)

7. Driver's Ed/Time Trial Chairman shall appoint a Chief Steward. (Reasoning: Sets an area of Responsibility and chain of command.)
8. Chief Steward is responsible for ALL on track activities. (Reasoning: Chief Steward is able to concentrate his focus on safety of the track without the same distractions the CDI and Chairman have.)

2.2 ENTRIES

- a. Each driver, worker, instructor, passenger, spectator or other participant will be required to sign a release prior to each event. Minors must have their parent or guardian sign the release on their behalf. The release will affect your legal rights in the event you suffer loss or damage while participating in an event. Please consult legal advice if you have any questions as to its effect.
- b. An entrant must be 18 years old or over and have a valid driver's license before he or she can drive or compete. An autocross entrant may be 16/17 years old provided that they satisfy the following requirements:
 - i. Be a child of a current PCA member.
 - ii. Have valid Minors' Provisional Drivers License.
 - iii. Show a signed "Special Parental Insurance Waiver" for that event at registration.
 - iv. The PCA member parent must be present at registration and for the entire time the child is participating.
- c. Women may elect to run either in a women's or an open class at any event. Points earned in different classes will not be accumulated for year end award purposes.
- d. An entrant may register only once for each event and will be assigned only one number. An entrant may compete for year-end awards in only one car in one class during the event. Class and car declaration pertains to each event separately. Points earned by an entrant in different classes in a particular event series will not be accumulated for year end award purposes.
- e. A guest of a PCA member may enter if driving a Porsche, but

will only be eligible for year-end awards if they join PCA prior to the last event of the series (in which case all events participated in will count for the award).

2.2D Driver's Education/Time Trial

- a. A pregnant person may not compete/drive or ride as a passenger.
- b. All novice drivers are required to attend one GGR Drivers' Training Classroom Lecture.
- c. Any driver may be required to return to the lecture or on-course phase of instruction at the discretion of the Driver's Ed/Time Trial Chairperson.

2.2T Time Trial (only)

- a. All drivers in Time Trials, other than students and/or provisional Drivers, must hold a valid Golden Gate Region Time Trial Certificate, PCA Club Racing License, Nationally Trained PCA Instructors, POC Competition License, IMSA Competition License, SCCA, or NASA (not provisional) Racing License. This certificate must be displayed when registering at a Time Trial. Requirements for obtaining a GGR Time Trial Certificate are:
 - i. Eighteen (18) years of age minimum
 - ii. Valid driver's license
 - iii. Attendance at one GGR Drivers' Training Classroom Lecture
 - iv. On-course instruction by authorized GGR driver instructor
 - v. Approval by chief instructor after completion of instruction period
 - vi. Driving in at least two GGR time trials within a one year period.
- b. It will be the responsibility of the driver to see that completion of the requirements as noted above, are certified on the driver's Time Trial Certificate, by the signature of the GGR Driver's Ed/Time Trial Chairperson.
- c. In order to maintain a valid GGR Time Trial Certificate, the driver must compete in one (1) Time Trial per season,

- complete a certificate renewal form and pay certificate renewal fee.
- d. Waiver of requirement a-5 shall be at the sole discretion of the Driver's Ed/Time Trial Chairperson. The waiver of certification requirements by the Driver's Ed/Time Trial Chairperson may be appealed to the Drivers' Events Committee.
 - e. A Time Trial Certificate may be suspended or revoked by the Driver's Ed/Time Trial Chairperson, if in his judgment the holder conducts himself in an unsafe or hazardous manner, or for other good cause.
 - f. Time Trial Certificate suspension or revocation may be appealed to the Drivers' Event Committee per the procedure of Section 2.8 (h). The Committee's decision shall be final.
 - g. A Provisional Driver is one who has not yet received certification.
 - h. All time trial entries must compete in Porsche automobiles, meeting at least the minimum definition contained in section 4.0(k) (Fun).

2.3 COURSE AND OPERATION

2.3A Autocross

- a. Cars shall be gridded in groups.
- b. The first driver of a car must run within the assigned run group. Second drivers will have their own group line, and should run before the last driver in the next run group. Each driver will receive only one run per cycle of the grid, except for official reruns and except for instructor drives.
- c. If a participant drives any car other than the car in which they are registered and properly classified, the driver must indicate "fun run" to the grid personnel before entering the course.
- d. Drivers who register late are not allowed to compete in the first complete cycle of the grid.
- e. Course design shall be determined so that all motion is forward and reverse gear is not required.
- f. Course boundaries shall be determined by existing terrain and/or white chalk lines or equivalent, and outlined with pylons. The base of each pylon shall be outlined on the pavement with no part of the pylon located inside the course

- boundary.
- g. Course boundaries shall remain the same for all drivers. If, while on course, a driver observes a course change, he must stop immediately and report the course change to course personnel, at which time the driver is to leave the course by the most direct route and be given an official re-run.
 - h. Course width shall be a minimum width of twenty feet, and any turn or chicane shall have a minimum inside radius of twenty-five feet.
 - i. The course may allow overlapping of at least a second car on course.
 - j. Whenever a pylon is moved, it must be immediately returned to its original position.
 - k. "High speed" finishes are permitted, providing a non-panic braking area is designated in which cars can safely exit the course.
 - l. The course shall be laid out so no spectators, cars, buildings, fences, light poles, curbs, or other objects are within twenty-five feet of the course. This safety margin must be increased appropriately around fast courses and unobstructed spinout areas shall be included where advisable.
 - m. Any contestant pre-running or practicing any event in any vehicle shall be disqualified with the exception that the course designer or a driver designated by the course designer may drive the course or sections of the course after initial set up to verify that it is safe and has met other design goals. Walking of the course prior to start of the event shall be allowed for all contestants prior to the Drivers' Meeting.
 - n. The Autocross Chairperson or appointee should approve course designs in advanced of the event. Approval considerations are compliance with the rules, course safety, and average run time. Before the first car runs, the Autocross Chairperson or appointee shall check the complete course layout for course compliance.
 - o. Only a registered driver for the event is allowed on course. If two people are in a vehicle on course at any time, one person must be a designated instructor and the other occupant must be a registered driver for this event.

2.3T Driver's Education/Time Trial

- a. Drivers shall be assigned to run groups by the event

chairperson. Assignment is based upon the relative speed and experience level of each driver/car combination, and may vary with event and track site.

- b. If two people are in a vehicle on course at any time, one person must be a current driving instructor and the other must be a registered entrant. Either the instructor or the registered entrant may drive.
- c. At each event an opening and closing grid time for timed runs shall be announced. Any car that fails to meet the grid deadline may not be permitted to run.
- d. Any entrant who fails to attend a mandatory driver's meeting may not be permitted to drive in either DE sessions or timed runs at the discretion of the Driver's Ed/Time Trial Chairperson.

2.4 FLAGS

- a. Adherence to all flags is mandatory.

2.4A Autocross

- a. GREEN: On time and continue laps.
- b. RED: Stop immediately and follow course personnel's instructions.
- c. CHECKERED: Run completed, leave course via established exit.

2.4T Driver's Education/Time Trial

- a. GREEN: Go ...the course is clear.
- b. YELLOW: Caution, check your mirrors, no passing, reduce speed. WAVING YELLOW flag means the course may be blocked ahead; be prepared to stop. STATIONARY YELLOW flag means reduce speed enough to respond to unusual hazard.
- c. RED: Emergency... slow down smoothly (after checking rear view mirror), pull over and stop safely off line and ideally so that you may see subsequent signals from a worker station.
- d. BLUE/YELLOW STRIPE: Passing flag ...overtaking car ...give hand signal, prepare to be passed.
- e. RED/YELLOW STRIPE: Slippery conditions require caution

- and reduce speed.
- f. BLACK/RED DOT: There is something wrong with your car. Reduce speed and proceed to the pits via the designated course exit, enter the pits to the BLACK FLAG STATION.
 - g. FURLED BLACK FLAG: Warning ...you are driving in an unsafe or improper manner. If continued, you will be given an open BLACK FLAG.
 - h. OPEN BLACK FLAG: Driving infraction... proceed to the pits via the designated course exit and stop at the BLACK FLAG INFORMATION STATION.
 - i. WAVING BLACK FLAG: "Full-Course Black"... Driver: Check your mirrors. Reduce speed. Proceed via course exit at reduced speed to grid for further instructions. Do not go to the pits; the steward may want a word with the group.
 - j. WHITE: Service vehicle in on the course, use caution.
 - k. CHECKERED: Finish ...COOL OFF LAPproceed to the pits via the designated exit at reduced speed.
 - l. Drivers should acknowledge flags by a head nod or hand wave to the worker displaying it.

2.5T PASSING RULES (both)

Passing is allowed except when:

- a. Yellow flag out or "No Passing" declared.
- b. Hazardous condition exists (oil, stalled car, etc.)
- c. in a turn or while braking for a turn.
- d. No passing is allowed without a hand signal, except where the Driver's Ed/Time Trial Chairperson specifically designates otherwise. Passing is allowed on either the left or right with a mandatory hand signal by the slower car pointing to the side on which the pass should be made.
- e. The overtaking car is always responsible to make sure the pass can be completed safely and without forcing the other car to deviate.
- f. The driver of the car being passed must signal and ease off their accelerator. All hand signals must be made outside the driver's window and very clear to any person viewing. Cars with window nets must be able to signal freely outside the car.
- g. Any driver who fails to make use of their rear view mirrors, appears to be blocking another car seeking to pass or fails to observe the passing flag will be BLACK FLAGGED.

- h. Before entering the pits from the course, the driver must signal by raising his closed fist out of the window.
- i. The event chairperson shall review passing areas and passing conditions for the event at the drivers' meeting.

2.6 CAR NUMBERS

2.6A Autocross

- a. All drivers will be given a number at registration; this number will be marked on the car at technical inspection.

2.6T Driver's Education/Time Trial

- a. Car numbers (both) and competition class letters (TT-only) must be on the car and correct for the driver at all times in order for course personnel, event officials and your fellow competitors to identify cars and their drivers. Numbers must be a contrasting color, and distinct from a distance. Reflecting numbers are discouraged and shoe polish is not allowed. No numbers on windows. Numbers must be from 8 to 10 inches high and 1-1/2 to 2 inches wide and must be securely attached. The number on the rear may be only half the regular size but still legible. The car classification letters should be half the size of the competition number and placed after the number on both sides of the car.
- b. Numbers shall be placed on both sides of the car, on the front and the rear of the car.
- c. Location, style, legibility and mounting of all car numbers are subject to approval of the Tech Inspector.
- d. The driver number is your GGR Certification Number. Drivers sharing a car may use the same car number but with the suffix 'L' attached to the number in one case to distinguish the drivers.
- e. Car numbers will remain as designated for a period of one series year. Nonparticipating drivers may reserve their number for \$25.00 per year for a maximum of two consecutive years.

2.7 TIMING AND POSTING

- a. The timing equipment shall consist of a primary timer that

- provides for a readout to the nearest .01 second or better.
- b. Times will be posted by Class so that all entrants may view the results. The score card is the only official record of the driver's times and declaration of class.
 - c. The posting of entrants and times may be annotated with TTOD (Top Time of Day) and TTODL (Top Time of Day Ladies). TTOD should be indicated for the registered entrant with the lowest elapsed time. TTODL should be indicated based solely on gender and lowest elapsed time, regardless of whether the entrant is registered in a ladies class or an open class.

2.7A Autocross

- a. In the event of a timer failure or trouble (including failure to start) any car on the course shall be stopped immediately using a red flag. After the problem has been remedied, the car shall be given an official re-run counting for points and awards.
- b. A one-second penalty shall be assessed for each course boundary pylon moved completely outside of its outline or upset while on course, excluding the practice lap.
- c. Official re-runs shall not be given because of a mechanical failure of the car during practice or timed laps. No repairs allowed while on course.
- d. If an official re-run is given, the penalties shall be those from the run that generates the greatest penalty points.
- e. A contestant who makes a four-wheel course deviation either by going through an established row of pylons or by cutting across the course on one of his timed laps must return to the course at the point of departure or be considered a DNF. (Timing does not have to record elapsed time and shall specify DNF.)
- f. If during any lap of the run, a pylon is observed knocked down or out of the box, the driver must stop at that point to receive an official re-run for time.
- g. After each run, a timing slip is given to the driver when they stop at the timing stand.

2.7T Time Trial (only)

- a. Each entrant shall receive at least one official timed run,

consisting of at least one practice lap at speed and at least two consecutive laps timed individually. (Local conditions may require a modification of the timed laps given.)

- b. If, during a timed run, a driver (the "pursuer") catches the car in front of them (the "pursued"), the pursuer shall slow down (being certain not to interfere with the pursued), extend an arm out their window to signify that they have been impeded, and proceed to the pit area for a re-run. In this event, the impeded driver shall receive a complete re-run. Only those laps not completed on the original run will be scored in the re-run. Likewise this applies to the pursued driver if they are interfered with by a pursuer.
- c. In the event of a timer malfunction, the entrant shall receive a re-run as in 2.7 T(b).
- d. If a mechanical failure occurs on a practice lap or the first timed lap, the driver may come in and must have tech verify the failure. He has 15 minutes from the time he left the track to return to grid and have the car re-teched before he enters the track for a complete re-run with the first timed lap not being scored. All decisions of the tech inspector or the event chairperson are final.
- e. In the event that timed runs cannot be concluded due to natural or unusual causes, one or more classes or the entire event may be designated "no contest" by the event chairperson, and neither points nor awards will be awarded.

2.8 PROTESTS AND APPEALS

- a. A protest shall concern a decision, act, or omission of the organizers, officials, car, driver, or other person connected with the competition, which is considered to be a violation of these rules or to constitute unsportsmanlike conduct, except that a protest against a refusal of entry or certification shall not be allowed.
- b. Every protest shall be made in writing, specifying the protestee's car number, brief description of car, rules infraction with section number, etc. The protest shall be addressed to the Protest Committee and signed by at least one entrant. Protests should be submitted prior to timed runs to allow proper reclassification, but must be submitted within 30 minutes of completion of the last timed run of the protested car. Each protest by another driver in the same class shall be

accompanied by a fee off \$15.00 in cash. The fee shall be returned if, and only if, the protest is upheld; otherwise the fee will go to the club treasury.

- c. Protests against driver or vehicle safety defects must be dealt with immediately by the Protest Committee. The car will not be allowed to run until the protest is resolved. Any decision made by the Protest Committee will take effect instantaneously but will not affect any prior activity of the vehicle. Run(s) completed prior to the Committee's decision shall stand.
- d. The Protest Committee has the right to impound any car(s). It is the driver's responsibility to present his car as required. The car must remain unchanged until released by the protest Committee.
- e. Only the Competition Director, series chairperson, or another driver in the same class can protest a car. The protester may request that the car be dismantled, inspected, or any other test made, provided that they post a cash bond with the Protest Committee sufficient to cover the total expense of disassembly, inspection and reassembly. If the car shall be found upon inspection to conform to the rules, the protester shall forfeit the bond that shall be used to cover costs involved. If the car is found upon inspection not to conform to the rules, the protester's bond shall be returned and the driver of the protested car shall stand all expenses and be subject to penalty.
- f. The Protest Committee shall hear the arguments of the protestee and the protestor, and by majority vote, shall determine the validity of the Protest and shall determine penalties for upheld protests, which are appropriate to the seriousness of the offense. It is not necessary that every protest result in disqualification. The Protest Committee may deny any protest deemed to be spurious or a nuisance, particularly if it concerns non-performance affecting items. Protest outcomes will be published (without names) in the event results. If a car is found to have improper classification or unauthorized modifications, any penalties shall be assessed against all drivers of that car.
- g. In the event of a protest, the series chairperson (time trial or autocross, as appropriate), or the event chair if the series chairperson is unavailable or involved in the protest, shall be the chairperson of the Protest Committee. The chairperson of the Protest Committee shall appoint two other committee members, who shall be entrants at the event not involved in

the protest.

- h. The Protest Committee's decision may be appealed to the Driver Events Committee. An appeal shall be in writing, addressed to the GGR Competition Director, shall be accompanied by a \$15.00 (cash) appeal fee, and shall reach the Competition Director within 5 days after the protest decision. It must specify the grounds for appeal and must contain the information that the appellant wishes to be considered in the appeal. The fee shall be returned if the appeal is upheld, otherwise the fee will go to the club treasury. Any committee member who was involved in the initial protest or who has conflict of interest may not participate in the appeal discussion or vote.
- i. Protests and Appeals: Rules Clarification. The purpose of a Rules clarification is to resolve questions about the rules without recourse to an official protest against one entrant by another.
 - i. A rules clarification shall be made by the Driver Events Committee.
 - ii. A request may be made by any PCA member who has entered a GGR event or Zone Autocross within a year prior to the request.
 - iii. A request for Rules Clarification shall be submitted in writing to any member of the Driver Event Committee. The request shall cite the paragraph in question and shall be signed by the requestor.
 - iv. There shall be no charge for the request.
 - v. A written reply shall be sent from the Driver Event Committee to the requestor within 30 days of the request, posted at the next competition event, and published in the next GGR newsletter.
 - vi. A written Rules Clarification from the Driver Event Committee is considered part of the rules and therefore may be used in future protest action. Such clarification shall be effective 30 days after publication.
 - vii. Appeals of the Rules Clarification shall be presented to any member of the Board of Directors in writing within 15 days of publication. An appeal temporarily suspends implementation of the clarification. The Board of Directors, at its discretion, shall either decide or reject the appeal, or continue the appeal for further

study, not to exceed 30 days.

2.9 POINTS AND AWARDS

- a. Points are earned at each series event and accumulated for the year-end awards-i.e. First Place-20 points; Second Place-16; Third Place-13; Fourth Place-11; Fifth Place-9; Sixth Place-7; Seventh Place-5; Eighth Place-3; Ninth Place-2; Tenth Place-1.
- b. The driver's best official time will be counted for finishing position. (See Section 2.7.)
- c. Year end awards are presented in each class for every two participants, based on the average participation in the class during the year. In the event of an odd number of participants in a class, the figure is rounded off to the next highest number to determine how many awards should be given (i.e., 3 participants round off to 4, giving two awards).
- d. In the event of an upheld protest, all scoring shall be recalculated to conform to the protest decision.

2.9A Autocross

- a. A driver must participate in more than 50% of the events in a class to be eligible for year-end awards.
- b. Series points counting toward year-end awards are accumulated per the following table:

| | | | | | |
|----------------------------|-----|---|-----|-----|-----|
| Series Events Held: | 1-4 | 5 | 6-7 | 8-9 | 10+ |
| Events Counting for Points | All | 4 | 5 | 6 | 7 |

- c. Each participant must work at least one shift at each autocross attended in order to accumulate points for year-end awards and to be included in the event results.
- d. Drivers who have participated in more than 50% of the events for the year but are not eligible for a series award shall receive a year-end participation award.

2.9T Time Trial (only)

- a. Points will be accumulated as follows: if there are four or fewer events, all will count. If there are five or more events, one event will be dropped. To be eligible for year-end awards, you must be an entrant in at least 50% of the events during the year in the same class.
- b. Individual event awards may be given out as well as year end awards.
- c. Each driver must work or provide a worker as required by the event rules in order to be included in the event results and to accumulate points for year-end awards.
- d. In the case of a tie, duplicate awards will be given for that position and the next award position will be eliminated.

3.0 SAFETY

3.1 SAFETY - GENERAL

- a. Any car modification that improves safety will generally be accepted if it does not affect performance.
- b. Consumption of alcoholic beverages, drugs that might impede driver reaction, or the use of narcotics, marijuana, or other dangerous and/or illegal drugs during an event, by any entrant, worker, or spectator, is prohibited.
- c. Reckless driving on or about the event site shall, at the discretion of the Event Chairperson, result in the driver's disqualification from the event.
- d. Each driver, worker, spectator or other participant will be required to sign a release prior to each event. Minors must have their parent or guardian sign the release on their behalf. The release will affect your legal rights in the event you suffer loss or damage while participating in an event. Please consult legal advice if you have any questions as to its effect.

3.1A Autocross

- a. A minimum of four fire extinguishers is required for the course and pre-grid area.
- b. Obvious complete loss of control or the inability to negotiate

the course safely will result in the driver being immediately red flagged and disqualified for that run by the Event Chairperson.

3.1T Driver's Education/Time Trial

- a. The Driver's Ed/Time Trial Chairperson or designee shall ensure that PCA National Driver's Education Minimum Standards with respect to the sufficiency of Medical, Fire and Safety Personnel and Equipment at the event site are met or exceeded.
- b. In the event of a car hitting an object with sufficient force that it could cause injury the ambulance and other rescue vehicles shall be immediately dispatched to the scene. The on-track activity shall be "Red Flagged" when this situation occurs.
- c. All storage of gas cans and all transferring of gas will be done in an approved area.
- d. The Driver's Ed/Time Trial Chairperson will have the responsibility to decide who should be allowed to participate in the event. For example, if a participant is injured during the weekend they ought to clear their participation with the Driver's Ed/Time Trial Chairperson.

3.1 Club Race Drivers' Education

- a. The GGR club race is an occasional event that may have associated with it run groups dedicated to drivers' education. These sessions are not competitive events. The administration of the DE sessions is left to the chairperson and his/her supporting staff. The general entrant requirements are at the discretion of the chairperson, but the level of instruction required will vary by entrant qualifications. Instructors for the event will be selected by the chief instructor with a strong preference qualified time trial instructors. Certified time trialers may run in the DE sessions without instruction, as may club race entrants. All other entrants, including club race crewmembers, will be evaluated as to need for instruction by the chairperson and the chief instructor.
- b. The personal safety requirements of the Club Race Drivers' Education shall include 5- or 6-point restraint systems as defined elsewhere in this rulebook (including the passenger seat if instruction will take place in the car). The cars must be fully teched. Helmets as specified for GGR time trials are required. Driver's apparel may be an approved driving suit or long-sleeve shirts and full-length pants of non-synthetic material.

3.2 SAFETY - AUTOMOBILES

- a. All wheels, other than Porsche OEM wheels, must meet SEMA spec 5-1A or be subject to approval by the tech inspector

- b. Adapters to modify the Porsche bolt pattern are not permitted. Wheel spacers must be equal in diameter to the mounting face.
- c. Wheel bolt/lug nut engagement must be at least one times the bolt/stud diameter. This is nine turns on a Porsche set-up. Steel lug nuts are recommended. If you have rubber valve stems, Porsche recommends the use of valve stem supports part# 911.361.561.01
- d. Doors must remain unlocked.
- e. Any portion of a roll bar/cage assembly within 12 inches of a driver's or passenger's head shall be padded.
- f. All 356 series cars must have negative camber in the rear suspension. All pre-1959 356 Porsches must convert to late-model front spindles.
- g. Tonneau covers are prohibited over the front passenger compartment.
- h. Snap-on hubcaps and trim rings must be removed. All loose objects must be removed from the car's interior and trunk(s).
- i. Windshield wiper arms may be removed.
- j. Steel-braided brake lines may be used.
- k. Batteries must be properly mounted.

3.2A Autocross

- a. Cars with removable tops removed and convertibles with the top down must have the windows rolled down.

3.2T Driver's Education/Time Trials

- a. To permit instruction, demonstration or supervision, all cars (instructors' included) must have a passenger seat with a restraint system equal to that of the driver's. The Driver's Education/Time Trial Chairperson is permitted to waive this rule on a case by case, seasonal basis at his/her discretion.
- b. Roll bars (or cages) are recommended in all cars but is not required.
- c. Roll Cages: Full roll cages are permitted, but must conform to the roll cage definition in Appendix D. Full roll cages are required in cars with greater than 650 mod points and all GT cars.

- d. Fire Extinguishers:
Recommended for DE. Fire extinguisher must be easily accessible to the driver in his seated position. Minimum requirement is an extinguisher rated 2.5BC or better, with a gauge. Dry chemical type must be recharged or replaced every 2 years. (proof by fire Marshall tag or receipt). Halon or Halatron type extinguishers must be recharged or replaced every 6 years. (proof by fire Marshall tag or receipt).
- e. Windows: Passenger and driver's side windows must be down at all times.
- f. Tire Rating: All DOT street tires must have a HR or higher rating.
- g. Exposed glass light lenses must be taped or covered with adhesive plastic to limit the spread of glass in an impact. Tape coverage must be at least 75% of the glass surface. Lenses covered with clear plastic shall be marked by a 3" (minimum) length 1" (minimum) wide piece of colored tape to signify to the grid, tech, and safety crews the presence of the clear plastic. Plastic lenses need not be taped.

3.3 SAFETY - DRIVER'S EQUIPMENT & RESTRAINT

3.3A Autocross

- a. If the windshield is removed, the occupants must wear goggles or a full-face shield.
- b. Shoulder harnesses may be worn only in non-open cars or in cars with an adequate roll bar or roll cage.
- c. As a minimum, Porsche factory seat belts or equivalent are required and must be used.
- d. Driver and passengers must wear approved helmets (1995 or later Snell). Use of a 2000 or later Snell is strongly recommended. Prospective Driver's Education/Time Trialers should be aware of approved helmet requirements, see paragraph 3.3D (d).

3.3D Driver's Education

- a. Drivers of open cars must wear full-face helmets with face shields.
- b. Full shoes with predominantly non-synthetic uppers are

required of all drivers.

- c. Drivers must wear long sleeve shirts and long pants; all clothing to be of natural fibers.
- d. Driver and passengers must wear approved helmets which have the current Snell Certification or the one immediately prior. (Six months grace from the availability of a new Snell standard is allowed for compliance with this rule.) Use of a current Snell Certified helmet is strongly recommended.

The following are recommendations and/or requirements for additional safety items above the minimum standards.

- i. Hardware to meet or exceed the strength of DOT or SAE approved type. Example: forged eyebolts with 7/16" SAE threads.
- ii. Attachments must be to the car or roll bar, and not to the seat structure or seat frames. Lap belts may be secured to the factory seat belt locations using Brey-Krause mounting hardware (P/N R9001) for cars with 450 or fewer mod points with stock seats.
- iii. Attachments to sheet metal portions of the car must have adequate backing plates.
- iv. Lap belts should be mounted so as to approximately bisect the angle between the thigh and the spine as viewed from the side.
- v. Competition shoulder harnesses should be mounted so that the rearward horizontal portion leaves the shoulder at an angle of approximately 90 degrees to the spine as viewed from the side. Competition shoulder harnesses that pass between the headrest posts are acceptable.
- vi. Shoulder harness mountings that depend upon the seat back, either for position or support in a crash, will not be permitted.
- vii. Where the anti-submarine belt does not pass through the seat cushion (which is the recommended approach where seats have a pass-through provision) they should pass under the drivers seat and be anchored at or near the lap belt attachment points. Anti-submarine belts may be secured to the factory seat track mounting locations using Brey-Krause mounting hardware (P/N R9030) for cars with 450 or fewer mod points with stock seats.
- viii. All belts and bolts should be adequately fastened. Examples, cotter keys, double nuts and/or lock nuts. Additionally, any belts attached to eyebolts with spring clips must have the spring clips positively secured closed through the use of cotter keys, hitch pins or similar approaches.
- ix. Good restraint system installation practice should include, but not be limited to, the above guidelines.

3.4 INSPECTION

- a. A car judged to be in unsafe operating condition shall be barred from participation until deficiency is corrected. The judgment may be made at any time during the event by the chief technical inspector or by the series chairperson or by the event chairperson.

4.0 AUTOMOBILES

- (a) It is the responsibility of each driver to properly classify their car. Each entrant shall submit a completed car classification form,

declaring the answers to each modification question as well as base model selection on or before registration. These classification forms will be publicly available for inspection by other competitors.

Forms may be maintained from event to event, provided they are current for that event.

- (b) The classification of your car is achieved by adding the Base Points (See appendix A) and the sum of the Modification Points (also referred to as mod points) together to achieve a point total for your car. This point total is then referenced against the Car Classes table (see Appendix B) to determine your car class for the TT series, AX series or both.

A Car Classification form is provided in Appendix C of this rulebook, which steps you through the process of classifying your car.

Note that Base Points and/or Modification Points and resulting car classes may be different for AX and TT. The tables in the appendices show the specific points for both the AX and TT Series

- (c) Base Points (Appendix A):
 - i) The base points are allocated by selecting your car model from the base model list. If your car does not have the same model engine as the car model's original, there are some special instructions in item 38) of the Modifications List that indicate how to alter your base model selection if required.
 - ii) Rare, specialty, or race cars are not included in the base classes. Drivers may request a specific base point assignment from the event director or competition director for a single year. If the car appears in at least 3 events in a single year then the base assignment and wheel points can be submitted to the DEC for permanent inclusion in the Base Models table (Appendix A). Alternatively, these cars can run in Fun Category with safety rules at discretion of Time Trial Chair, Competition Director or designee.
 - (d) Modification Points:
 - i) The modification points are allocated by checking each modification question to determine whether such a modification applies to your car and if so, applying the modification point value to your running modification point sub-total. Your modification points total is then the sum of all the modification points that apply to your car.
 - ii) Items not mentioned carry zero points. The Competition Chair and Event Chairs reserve the right to adequately remedy any gross omission or unexpected exploitation of this provision.
- Again note that points for a specific modification may be different for AX and TT classifications.

- (e) Car Classes (Appendix B):
 - i) The point total for AX and/or TT determines the class of the car. For example, 575 TT points would fall into TT9. Since this class has a point total range from 551 to 600, there is room to absorb a further 25 points before moving into the next higher class.
 - ii) For Time Trials only, cars with 650 or greater modification Points will be classified using Appendix B.
- (f) Update/Backdate: Any car may be entered as a different car than originally manufactured, provided it matches the car as which it is being run in all performance-related specifics. These include (but are not limited to) weight, weight distribution (front/rear and side-to-side), center-of-gravity height, gearing, power, torque, suspension, and airflow.
- (g) U.S. Delivered Cars: Cars are defined as U.S. model specification Porsches that were normally delivered to the U.S. public for general road use through the manufacturer's authorized sales outlet.
- (h) Noise: Site Restrictions may require effective noise mufflers. Students are required to run effective mufflers to allow instruction.
- (i) Fuel: Any gasoline fuel is permitted. Additives (non-oxygen bearing) may be used as long as they do not constitute more than 10% of the fuel.
- (j) Aerodynamic Devices: Which articulate or adjust when the car is in motion are prohibited, except for the normal devices on cars such as C2s, C4s, 993s, 996s and Boxsters.
- (k) Fun Category is for Porsche cars, which choose not to run in any class, rare, and specialty or race cars that do not conform to any of the other categories (from (c)(ii) above). Drivers of Historic Porsches and other factory racecars are encouraged to participate in Fun Category. All cars must be classed for the purposes of applying safety requirements of their normal class if one exists, or else at the discretion of the Time Trial Chair, Competition Director or designee.
- (l) Additionally, Special classes, to be designated S1, S2, etc., can be created by any three or more competitors who decide to run against each other. The competitors must petition the chairperson of the series (autocross or time trial) before the end of the first event of the season. Cars will comply with the safety regulations of the class they would normally fall from the designated classes. Year-end trophies shall be awarded only if at least three competitors participate in enough events to earn an award.

4.1 MODIFICATION POINTS

Each line item must be answered, resulting in affirmative or negative, and the points assigned with that answer.

Line items with multiple choices, such as 10a), 10b), 10c), are designed to be mutually exclusive, and you should select the choice that provides the least points, yet remains in full compliance.

| | Modification | TT Points | AX Points |
|-----|---|------------------|------------------|
| | Wheels | | |
| 1) | Select this option if the car has wheels (front or rear) that are wider than the base wheel widths as specified in Appendix A for your base model. The car will receive 25 mod points for each whole or fractional inch that your front or rear wheel width is over the base width. EXAMPLE: From Appendix A, the base wheel widths for a Boxster (F/R) are 6"/8" and the car being evaluated is running 7" and 8.5" wheels. It would receive 25 points for the front wheels (7 – 6 = 1 inch) and an additional 25 points for the rear wheels (8.5 – 8 = 0.5 which counts as a fraction of an inch). The total mod points for wheels would be 50 points. NOTE: It is possible and expected that in some cases, stock wheels delivered from the factory may incur mod points on this line item. This is to account for cars delivered with narrower wheels in the same model and year. | 25/inch | 25/inch |
| 2) | Select this option if the car has any of the following: The car has non-stock wheel spacers greater than 0.25" thick. NOTE, If the car was delivered from the factory with wheel spacers of any size, then it is not required to check this option. | 5 | 10 |
| 3) | Tires - Select one of three options | | |
| 3a) | The car has Street tires that are marked with a wear rating of greater than 100 | 0 | 0 |
| 3b) | The car has "R Compound" tires that are DOT legal tires marked with a wear rating of less than 100. | 100 | 150 |
| 3c) | The car has racing slicks or tires that are not DOT legal. | 150 | 175 |
| | Brakes | | |
| 4) | Select this option if the car has any of the following: The car has the brake rotor dust shields and/or backing plates removed. NOTE, This is a zero points modification that is included to differentiate from modifications that attract points in item 5) | 0 | 0 |
| 5) | Select this option if the car has any of the following: The car has any non-stock brake cooling system that includes the removal of materials, or the addition of materials. Typical examples of this include: · Cutting an air inlet in your front valance or spoiler to direct air to the front wheel wells · Adding hoses to join existing air inlets in the valance or spoiler directly to fittings on the wishbone or hubs | 5 | 0 |

| | Modification | TT Points | AX Points |
|-----|--|------------------|------------------|
| | <ul style="list-style-type: none"> · Adding air scoops to the wishbones or hubs. · Adding modified brake dust shields / backing plates. | | |
| 6) | <p>Select this option if the car has any of the following:</p> <p>The flexible brake hoses have been replaced with non-stock components.</p> <p>NOTE: This is a zero points modification that is included so that brake lines of a different material are declared without penalty during the car classification process.</p> | 0 | 0 |
| 7) | Brake Calipers - Select one of two options | | |
| 7a) | The car has stock brake calipers. | 0 | 0 |
| 7b) | <p>The car has non-stock brake calipers.</p> <p>Some common installation examples of non-stock brake calipers are:</p> <ul style="list-style-type: none"> · The upgrade of an early 911 from M to A series calipers. · Upgrade of a 911 to 911 3.2 Carrera front calipers designed for thicker rotors. · Upgrade of 914-4 to 914-6 brake calipers. · Upgrade of normally aspirated 964 to 964 C2 Turbo calipers. · Upgrade of pre - 1984 911 to 911 3.2 Carrera rear calipers. · Aftermarket non-Porsche calipers. | 10 | 0 |
| 8) | Brake Rotors - Select one of two options | | |
| 8a) | <p>The car has stock brake rotors or thicker or thinner rotors of the same diameter as stock.</p> <p>NOTE, This is a zero points modification that is included to differentiate from modifications that attract points in item 8b)</p> | 0 | 0 |
| 8b) | The car has brake rotors that are larger diameter than stock | 20 | 0 |
| 9) | <p>Select this option if the car has any of the following:</p> <p>The car has a master cylinder that has been replaced with a unit of different bore diameter.</p> <p>The number of master cylinders has been altered.</p> <p>A brake power assistance system has been added or deleted.</p> | 5 | 5 |
| 10) | <p>Select this option if the car has any of the following:</p> <p>The car has non-ferrous brake rotors that are not stock.</p> <p>NOTE : Examples of non-ferrous rotor materials include, but are not limited too, aluminum, aluminum matrix, titanium, carbon, and ceramic or other non-ferrous brake rotors that were not installed as original or optional equipment.</p> <p>NOTE : Item 10) pertains to brake rotors only. This question does not pertain to brake pad material.</p> | 20 | 5 |

| | Modification | TT Points | AX Points |
|-----|--|------------------|------------------|
| 11) | <p>Select this option if the car has any of the following:</p> <p>The car has a modified brake pressure balancing system.</p> <p>The car has any kind of non-stock adjustable kinematic system or non-stock adjustable pressure valve installed in the brake system.</p> <p>NOTE : An adjustable kinematic system is a force dividing mechanism that allows different force values to be applied to the two hydraulic systems supplying the front and rear brakes.</p> <p>NOTE : Many Porsches are equipped with brake balance devices by way of fixed value proportioning valves. Select this option if the factory style proportioning valve has been modified, removed, or a valve of different or adjustable value has been installed in any location in the system.</p> | 5 | 5 |
| 12) | <p>Select this option if the car has any of the following:</p> <p>The ABS has been modified with any device other than an electrical on/off switch.</p> <p>The car has an ABS control unit that is not stock.</p> <p>The car has received any re-programming of the ABS control unit, which might include, but is not limited to, additional external controllers.</p> <p>The stock ABS controller has been exchanged with a Porsche Motorsports ABS controller unit.</p> <p>The speed trigger rings or any other sensor in the ABS system have been modified.</p> <p>The car was not originally equipped with ABS and now uses an ABS brake system.</p> | 10 | 10 |
| | Battery | | |
| 13) | <p>Select this option if the car has any of the following:</p> <p>The stock battery has been replaced with a smaller battery.</p> <p>Any of the batteries have been removed completely.</p> <p>NOTE: Typical examples are the 1973 and earlier 911s that were equipped with 2 batteries. Removing one battery would require this option to be checked.</p> <p>NOTE: An exception is the mid 70's 911s which had a single huge battery. It is acceptable to replace this with the smaller of the original batteries that was used during the same period with non-air-conditioned cars.</p> | 5 | 5 |
| 14) | <p>Select this option if the car has any of the following:</p> <p>The battery or batteries are not located in their stock positions.</p> <p>NOTE: A smaller than O.E. battery located within the footprint of the original battery can be considered to be in the stock location. In that case, it would not be necessary to check this option.</p> | 5 | 5 |
| | Glass | | |

| | Modification | TT Points | AX Points |
|------|--|------------------|------------------|
| 15) | Select this option if the car has any of the following: The car has any of the glazing replaced with non-stock components. The car has any factory lightweight glazing that was supplied for limited edition models, homologation models, or Club Sport models. The car has any glazing completely removed. NOTE: Glazing refers to any transparent material installed in the position of the stock window frames. | 10 | 20 |
| 16) | Select this option if the car has any of the following: One or more window lift mechanisms has been removed or altered NOTE: O.E. hand crank mechanism to replace electric lift is accepted. | 5 | 10 |
| 17) | Seats – Select one of three options | | |
| 17a) | The car has all the stock seats. | 0 | 0 |
| 17b) | The car has one or more non-stock seats with angle adjustable backrests. | 5 | 5 |
| 17c) | The car has one or more single piece racing style seats. | 10 | 10 |
| 18) | Interior Trim – Select one of three options | | |
| | These line choices are for the reduction of weight that is the result of interior modifications. Porsche factory lightweight cars typically achieved this with simplified door panels, lighter carpet, removal of carpet padding, removal of sound insulation, and removal of panel quieting materials such as tar panels. “Trim” or “trimmed panels” refer to the visible finished surface materials as well as their underlying substrate panels. For example: a door trim panel is typically comprised of a plastic or hardboard substrate panel which is covered in vinyl or carpet. The O.E. panel would be in compliance with 18a) If the vinyl or carpet is removed or replaced with a non-stock material, then item 18b) would apply. If the door trim panel is removed completely, exposing the sheet metal structure of the door, item 18c) would apply. This example can be applied to any interior trim component. Replacement of Seats is declared separately in item 17). Do not include seats in this item. | | |
| 18a) | Interior is stock. Minor cutting or removal of trim is permitted for the installation of safety systems, such as harness bars, roll bars, roll cages and fire extinguishers. If the interior of the car is stock as described above, then select this choice. | 0 | 0 |

| | Modification | TT Points | AX Points |
|------|--|------------------|------------------|
| 18b) | Interior remains fully trimmed but is not stock . Interior is fully trimmed and no bodyshell or substrate panels are exposed that are normally covered by trim material. Typical examples of modifications that do not comply with stock interior but do comply with this choice: · RS style door panels on a 911 · Lightweight carpet kit · Clubsport interior · RS America trim for a C2 | 5 | 10 |
| 18c) | Interior trim is partially or completely removed. The car has exposed bodyshell or substrate panels that would be covered by trim in the stock configuration. | 10 | 20 |
| 19) | Fenders – Select one of two options | | |
| 19a) | The fenders are stock. Fender lips may be rolled or trimmed without changing the size or shape of the fender opening. | 0 | 0 |
| 19b) | The fenders are not stock. The fenders have any kind of flaring or material added that results in a wider fender section. | 10 | 10 |
| 20) | Select this option if the car has any of the following: The car has non-stock front or rear bumpers. The car has front or rear bumpers that match the stock appearance but are manufactured from non-stock materials. | 20 | 20 |
| | Bodywork | | |
| 21) | Select this option if the car has any of the following: The car has a non-stock front hood. The car has a front hood that matches stock appearance but is manufactured from non-stock materials. NOTE: This item includes hoods constructed from composites and light metals, if not stock for your VIN #. | 5 | 20 |
| 22) | Select this option if the car has any of the following: The car has a non-stock rear hood. The car has a rear hood that matches stock appearance but is manufactured from non-stock materials. NOTE: If the car has a non-stock rear hood of any kind, including additional aerodynamic devices, this option must be checked. The aerodynamic merit of this modification is assessed in the wings and spoilers section. | 5 | 20 |

| | Modification | TT Points | AX Points |
|-----|---|------------------|------------------|
| 23) | <p>Select this option if the car has any of the following:</p> <p>The car has non-stock door(s). The car has door(s) that match stock appearance but are manufactured from non-stock materials</p> <p>The car has door(s) with any of their structural material removed. This includes the removal of anti-intrusion bars from later model doors.</p> <p>Exceptions to this rule would be:</p> <ul style="list-style-type: none"> · Early cars installing later model stock doors containing anti-intrusion bars not present in the original doors. · Substantial removal of interior side door panel structure to allow for the installation of NASCAR style door bars in a roll cage design. | 20 | 20 |
| 24) | <p>Select this option if the car has any of the following:</p> <p>The car has non-stock engine or transmission mounts.</p> <p>NOTE: Factory Sport mounts, or interchange of any direct replacement O.E. part number is permitted without checking this option.</p> | 5 | 5 |
| 25) | <p>Select this option if the car has any of the following:</p> <p>The car has received any modification to the sunroof to remove material or components from the sunroof assembly.</p> <p>The car has a sunroof panel that matches stock appearance but is manufactured from non-stock materials.</p> | 5 | 5 |
| 26) | <p>Select this option if the car has any of the following:</p> <p>The car has one or more windshield wiper arms removed.</p> <p>NOTE: This is a zero points modification that is included to differentiate from modifications that attract points.</p> | 0 | 0 |
| 27) | <p>Select this option if the car has any of the following:</p> <p>With the exception of air conditioning systems and gasoline heaters, the car has been modified by the removal or replacement of any ancillary system parts.</p> <p>NOTE: This item is intended to allocate points to any components either removed or replaced that are not covered specifically in other line items. This item applies if the car has complete systems removed or only specific components removed, regardless of whether the system functionality has been restored using other components (it is assumed the motive for removing the O.E. equipment was weight reduction.)</p> <p>Exceptions to this rule are the removal of those components necessary to allow for the correct installation of safety equipment.</p> <p>Examples of Exceptions to this rule would be:</p> <ul style="list-style-type: none"> · Removal of the O.E. seatbelt retractor when it interferes with a roll bar or roll cage installation. · Removal of a bumper over-rider for the installation of a permanent tow hook. | 5 | 5 |
| 28) | <p>Select this option if the car has any of the following:</p> <p>The car has any part of an O.E. air conditioning system removed.</p> <p>The car was delivered with the "Air conditioner delete" option.</p> <p>NOTE: If the car had a "dealer-installed" or "aftermarket-installed" air conditioner system that has been partially or fully removed – you do not need to select this</p> | 5 | 5 |

| | Modification | TT Points | AX Points |
|------|--|------------------|------------------|
| | option. | | |
| | | | |
| 29) | Wings and Rear Spoilers – Select one of five options | | |
| 29a) | The car has no static or speed deployed rear aerodynamic device of any kind. NOTE: The exception to this rule is the stock Boxster moving spoiler lip. | 0 | 0 |
| 29b) | The car has a stock rear aerodynamic device that was O.E. | 5 | 0 |
| 29c) | The car has any stock or aftermarket replica of stock rear aerodynamic device that was available on any factory model, regardless of year. | 10 | 0 |
| 29d) | The car has any rear aerodynamic device of any design not covered in 29a), b) or c) that is no taller than the roof height and no wider than the bodywork. Bodywork width includes the additional width of any fender flares installed. | 20 | 5 |
| 29e) | The car has any rear aerodynamic device that exceeds the limitations of the other options above. | 30 | 10 |
| | | | |
| | Front Spoilers | | |
| 30) | Select this option if the car has any of the following: The car has any non-stock front spoiler, air dam, or front aerodynamic device. Examples: · Do not check this option for a 1971 911T that was equipped with the “S” front spoiler as part of the factory “S” options package for 1971. · Do check this option for a 1975 911S with a 1975 911 Carrera rubber lip spoiler installed. | 10 | 10 |
| | | | |
| 31) | Transmission – Select one of three options | | |
| 31a) | The car has a stock transmission or a correct series transmission with stock gear ratios and final drive ratio. NOTE: If the gear ratios and final drive ratio remain in stock specification the addition of a Limited Slip Differential is acceptable within 31a) the LSD points will be applied in item 33) NOTE: If the car has a replacement transmission of the same series - from a different year, the car might not have the correct ratios for the VIN #. If the transmission has been exchanged, overhauled, or updated, it might be necessary to check the next option. | 0 | 0 |
| 31b) | The transmission gear ratios or final drive ratio are not stock. The transmission has been rebuilt with alternate gear ratios, or final drive ratio that are not stock for your Vin #. | 20 | 20 |
| 31c) | The car has a stock Sportomatic or Tiptronic transmission. | -15 | -10 |
| | | | |
| 32) | Select this option if the car is an early model 914 in which the “tailshift” version of the 901 transmission has been updated to the later model “sideshift” configuration. NOTE, This is a zero points modification that is included so that this specific 914 transmission modification can be declared without penalty during the car classification process. | 0 | 0 |

| | Modification | TT Points | AX Points |
|-----|---|------------------|------------------|
| 33) | Select this option if the car has any of the following: The transmission has a limited slip differential of any design, stock or non-stock. NOTE: If the car has more than one differential, this option must be checked if any differential is a limited slip unit. | 15 | 30 |
| 34) | Select this option if the car has any of the following: The transmission has been modified with the addition of any transmission cooling system. NOTE: Cars equipped with stock transmission cooling systems of any configuration do not have to check this option if the transmission cooling system remains stock. If a factory transmission cooling system was optional for the VIN # and the car has the stock factory system installed complete, then do not select this option. | 5 | 0 |
| | | | |
| | Flywheel and Clutch | | |
| 35) | Select this option if the engine has any of the following: The engine has a flywheel that is not stock for the engine type. | 5 | 10 |
| 36) | Select this option if the engine has any of the following: The stock rubber center clutch friction disc has been replaced with a spring centered clutch friction disc. The rubber center clutch replacement is a zero points modification that is included to differentiate from modifications that attract points. If the replacement of the rubber centered clutch friction disc included the necessary replacement of the flywheel too, the previous option must also be checked. | 0 | 0 |
| 37) | Select this option if the engine has an of the following: The engine has a clutch that is a smaller diameter than stock or a clutch mechanism assembled from lighter components than the stock clutch design per engine type. | 15 | 15 |
| | | | |
| 38) | Engine Swaps and Capacity Increases (per chassis number) | | |
| | NOTE: In all cases, unless specified otherwise, the Engine modifications are measured as deviation from the stock configuration of the engine type – regardless of whether the engine is installed in the original chassis. If the car has the original engine type, the modifications will be those deviations from stock. If the car has an engine swap, the stock specification of the engine type is relative to the stock configuration in the original chassis it was installed. This includes configuration of the entire induction and exhaust system. Determine the engine capacity points by locating the increase capacity bracket applicable to the engine installed above the capacity of the stock engine. Use the engine capacity table when instructed in item 38c) d) or e). NOTE: There are no points reduction for reduction from stock engine capacity NOTE: For any forced induction engine swaps – regardless of the chassis – the forced induction engine capacity increases will be subject to a 1:1.4 capacity multiplier. e.g. a motor swap from a 2.0 liter engine to a 3.0 liter engine is a 1000cc increase in capacity. If the 3.0 liter engine has forced induction the capacity increase will be assessed as 1400cc. | | |

| Modification | | | TT Points | AX Points | |
|--------------|---|-------|-----------|----------------|----------------|
| | From cc | To cc | Points | | |
| | 0 | 250 | 75 | | |
| | 251 | 500 | 100 | | |
| | 501 | 750 | 125 | | |
| | 751 | 1000 | 150 | | |
| | 1001 | 1250 | 175 | | |
| | 1251 | 1500 | 200 | | |
| | 1501 | 1750 | 225 | | |
| | 1751 | 2000 | 250 | | |
| | 2001 | 2250 | 275 | | |
| | 2251 | 2500 | 300 | | |
| | 2501 | 2750 | 325 | | |
| | 2751 | 3000 | 350 | | |
| | 3001 | Plus | 375 | | |
| 39) | Engine Swaps and Capacity Increase – Choose one of five options | | | | |
| 39a) | The engine type is stock for the VIN #. Answer all engine modification options as deviations from the stock configuration of the engine type. NOTE: Up to 30 cc increase from the stock swept volume capacity for the engine type capacity is allowed for a stock engine rebuilt with stock oversize pistons. | | | 0 | 0 |
| 39b) | The engine type is not stock and meets ALL of the following conditions: · The engine was originally installed in the same bodyshell group. Bodyshells are considered in the same group if they are from consecutive model years and have the similar curb weights, and wheelbases per the list below. Body Shell Groups 356 All 911 and 912 1965 – 1968 911 and 912 1969 – 1973 911 and 912 1974 – 1977 911 SC 3.2 Carrera 911 Turbo through 1989 914 All 924 and 924 turbo 928 All 944, 924S, 968 All 964 All 993 All | | | See Appendix A | See Appendix A |

| | Modification | TT Points | AX Points |
|------|--|--|--|
| | <p>996 All Boxster All Cayenne All Carrera GT</p> <p>· The engine has the same number of cylinders as the stock engine type.</p> <p>· The engine has up to 30cc increase from the stock swept volume capacity for the engine type #.</p> <p>ACTION : Go back to the base model choice and select the specific model where the engine type # was factory installed.</p> <p>Answer all engine modification options as deviations from the stock configuration of the engine type for the base model now selected.</p> | | |
| 39c) | <p>The engine has the same number of cylinders as stock but this engine type # was not available in the same bodyshell group.</p> <p>ACTION : Go back to the base model choice and select lowest base point model available for the year of the Vin # and in the same bodyshell group</p> <p>ACTION : Go back to the engine capacity table and select the correct option for capacity increase.</p> <p>Answer all engine modification options as deviations from the stock configuration of the engine type for the base model now selected.</p> | See Appendix A | See Appendix A |
| 39d) | <p>The engine does not have the same number of cylinders as stock, but an engine type with this number of cylinders was available in the same bodyshell group.</p> <p>ACTION : Go back to the base model choice and select the car, from the same body shell group and the same number of cylinders as the engine type now installed.</p> <p>ACTION : Go back to the engine capacity table and select the correct option for capacity increase.</p> <p>Answer all engine modification options as deviations from the stock configuration of the engine type for the base model now selected.</p> | See Appendix A See Capacity Chart | See Appendix A See Capacity Chart |
| 39e) | <p>The engine does not have the same number of cylinders as stock.</p> <p>ACTION : Go back to the base model choice and select lowest base point model available for the year of the Vin # and in the same bodyshell group</p> <p>ACTION : Go back to the engine capacity table and select the correct option for capacity increase.</p> <p>Answer all engine modification options as deviations from the stock configuration for the engine type.</p> | 100 | 100 |
| | | | |
| | Fuel and Intake | | |

| | Modification | TT Points | AX Points |
|------|--|------------------|------------------|
| 40) | Select this option if the engine or chassis has any of the following: The year of the car is eligible for California smog testing and the car is missing any of the required smog equipment. The car is missing the catalytic converter or the catalytic converter has been replaced with a bypass pipe. | 5 | 5 |
| 41) | Select this option if the car has any of the following: The car has a fuel tank or fuel cell with less than 15 gallons capacity. | 5 | 5 |
| 42) | Select this option if the engine has any of the following: The engine has a throttle body or throttle bodies that are different from stock. The stock throttle body or throttle bodies are similar appearance to the stock unit but the butterfly plate(s) have been increased in area. | 10 | 10 |
| 43) | Select this option if the engine has any of the following: The engine air cleaner housing has been modified in any way, including the removal of any material. The engine air inlet ducting has been modified in any way, including the removal or addition of any material. The air filter element has been removed or replaced with a non-stock filter element. The fresh air delivery system for the engine intake has modified in any way. | 5 | 5 |
| 44) | Select this option if the engine has any of the following: The engine has been modified to use a non-stock intake system The stock CIS fuel injection system has been replaced with an EFI system. The stock fuel injection system has been replaced with carburetors. The stock carburetor system has been replaced with fuel injection. | 15 | 15 |
| 45) | Ignition and Engine Management – Select one of four options | | |
| 45a) | The engine has an ignition system that is stock per engine type. NOTE: Stock does not allow for any variation or alteration of the mapping in the engine management programs. Stock does not allow the replacement of any ignition component with stock components from another engine type – exceptions noted below. NOTE: Mechanical breaker points may be replaced with a with non-mechanical breaker device as long as this device is installed in the position of the stock breaker points. NOTE: An ignition coil may be replaced with a non-stock ignition coil. | 0 | 0 |
| 45b) | The engine has a non-stock engine management chip for that engine type. The engine has an aftermarket replacement chip The engine management chip has been re-written with non-stock parameters. The engine management system has been augmented with an additional control unit used in conjunction with the stock engine management system. | 5 | 5 |

| | Modification | TT Points | AX Points |
|------|---|------------------|------------------|
| 45c) | The engine has a non-stock rev-limiting device. The engine has non-stock rev-limiting electronics. The engine has non-stock rev limiting software. The engine has an altered distributor curve. The engine has a distributor that was manufactured by a different supplier than the original equipment supplier(s) for the engine type | 5 | 5 |
| 45d) | The engine uses a non-stock engine management system for that engine type. The engine uses an aftermarket engine management system. The engine uses an engine management system that includes non-stock sensors, wiring, or control unit. | 20 | 20 |
| 46) | Select this option if the engine has any of the following: The engine has a non-stock dual ignition system for that engine type. The engine has a stock dual ignition system that has been modified in any way. | 5 | 5 |
| 47) | Forced Induction – Select one of four options | | |
| 47a) | The engine is normally aspirated. | 0 | 0 |
| 47b) | The engine uses forced induction and the complete engine is stock per engine type. | 0 | 0 |
| 47c) | The engine has a forced induction system that has been modified from stock in any manner. Examples: · The engine has a forced induction system that has a non-stock replacement turbo charger unit. · The engine has a forced induction system that has a non-stock intercooler device. · The engine has a forced induction system that has a non-stock boost control device or system. · The engine has a non-stock fuel enrichment system. · The engine has a non-stock wastegate system. · The engine has a non-stock exhaust manifold. | 50 | 50 |
| 47d) | The engine type was originally normally aspirated and now has a forced induction system of any style or origin. | 40 | 40 |
| 48) | Select this option if the engine has any of the following: The engine has a boost level different from stock. The range of adjustments available with the original components have been used to achieve a boost level higher than stock per engine type. | 50 | 50 |
| 49) | Select this option if the engine has any of the following: The engine has any type of fluid or gas injection other than gasoline. The engine has any type of total loss injection device used to cool the engine intake system. The engine has any type of fuel mixing system used to add alternative fuel to the gasoline. | 30 | 30 |

| | Modification | TT Points | AX Points |
|------|---|------------------|------------------|
| 50) | Compression Ratio - Select one of two options | | |
| 50a) | The engine has a compression ratio that is not greater than 1.0 ratio point higher than stock per the engine type. The engine is a R.O.W. engine installed in a chassis with a R.O.W. VIN # and has not been modified to increase the compression ratio. | 0 | 0 |
| 50b) | The engine has a compression ratio that is greater than 1.0 ratio point higher than stock per the engine type. | 30 | 30 |
| 51) | Select this option if the engine has any of the following: The engine has camshafts that are not stock per the engine type. The engine has stock camshaft cores that have been re-ground to an alternate profile. | 40 | 40 |
| 52) | Select this option if the engine has any of the following: The cylinder heads have been ported. The cylinder heads have ports that are larger than the stock ports for the engine type. The cylinder heads show evidence of material removal, material addition, smoothing or reworking. | 40 | 40 |
| 53) | Select this option if the engine has any of the following: Updated to Carrera oil pressure fed cam chain tensioners. NOTE: This is a zero points option that has been included for clarity during the car classification process. | 0 | 0 |
| 54) | Select this option if the car has any of the following: The engine or car has a non-stock engine oil cooler system. The engine or car has a non-stock water cooling system. The engine or car has additional oil cooler or water cooler elements added to the stock system. The oil system has increased capacity over the stock configuration. | 0 | 0 |
| 55) | Exhaust (per engine type) - Select one of two options | | |
| 55a) | The engine has a stock or stock replacement muffler. A stock replacement muffler is a design that is visually similar, similar in weight, and utilizes a similar configuration and diameter of inlets and outlets to the stock muffler. | 0 | 0 |
| 55b) | The engine has a non-stock muffler. | 5 | 5 |
| 56) | Heat Exchangers – Select one of two options | | |

| | Modification | TT Points | AX Points |
|------|---|------------------|------------------|
| 56a) | <p>The engine has stock or stock replacement heat exchangers per engine type.</p> <p>The engine has a stock or stock replacement exhaust manifold per engine type.</p> <p>NOTE: Stock replacement heat exchangers are a design that is visually similar, similar in weight, utilizes a similar configuration and diameter of inlets and outlets, and has a similar heater jacket configuration to the stock heat exchangers.</p> <p>NOTE: Stock replacement exhaust manifold is a design that is visually similar, similar in weight, similar in manufacturing process, and utilizes a similar configuration and diameter of inlet and outlets to the stock exhaust manifold.</p> | 0 | 0 |
| 56b) | <p>The engine has heat exchangers that are not stock per engine type.</p> <p>The engine has exhaust manifold(s) that are not stock per engine type.</p> <p>The engine has any non-stock components between the exhaust port of the cylinder head and the inlet to the muffler.</p> | 10 | 10 |
| | Suspension | | |
| 57) | <p>Select this option if the car has any of the following:</p> <p>The car has non-stock sway bars.</p> <p>The car has sway bars that were original equipment on another Porsche that is not from the model year and series of the car.</p> <p>The car has sway bars that are installed in a different position to the stock position per VIN #.</p> | 20 | 30 |
| 58) | <p>Select this option if the car has any of the following:</p> <p>The car has a non-stock front or rear strut tie bar.</p> <p>A strut bar can be considered to be any non-stock fabricated or removable link between the strut tops or the chassis surfaces around the strut tops.</p> | 5 | 5 |
| 59) | <p>Select this option if the car has the following:</p> <p>The car has "Turbo tie rods ends" that are not stock.</p> <p>This is a zero points option that has been included for clarity during the car classification process.</p> | 0 | 0 |
| 60) | <p>Select this option if the car has any of the following:</p> <p>The steering rack has been re-located by the use of spacers between the chassis and the steering rack housing.</p> <p>The steering rack has been re-located by any modification to the steering rack housing, or the mounting positions on the chassis or sub mount.</p> | 0 | 0 |
| 61) | <p>Select this option if the car has any of the following:</p> <p>The outboard end of the steering track rod is mounted in a non-stock manner.</p> <p>The outboard end of the steering rack is mounted by using a "bump steer kit".</p> <p>Any non-stock components have been added to the outboard end of the steering track rod.</p> | 10 | 10 |

| | Modification | TT Points | AX Points |
|-----|---|------------------|------------------|
| 62) | <p>Select this option if the car has any of the following:</p> <p>The car has a factory installed, or post delivery installed M030 suspension kit that was optional per the VIN #.</p> <p>The car has any factory designed optional suspension kit that was optional per the VIN #.</p> <p>NOTE: This does not include factory kits like M491 that included suspension, brakes, wheels and other components.</p> | 15 | 20 |
| 63) | <p>Select this option if the car has any of the following:</p> <p>The car has a non-stock power steering system.</p> <p>The car has the power system removed when a power steering system was stock.</p> <p>The car has a power steering system added when no power steering was stock.</p> <p>The car has a power steering system that uses alternate components to the stock system.</p> | 5 | 5 |
| 64) | <p>Select this option if the car has any of the following:</p> <p>The car has rear torsion bars and uses non-stock adjustable spring plates.</p> <p>The car has rear torsion bars and uses adjustable spring plates that were not stock equipment per the VIN #.</p> <p>The car uses spring plates that are modified to allow a greater range of adjustment than stock.</p> <p>The car no longer uses torsion bars and has an alternate component in place of the original spring plate.</p> <p>If changes to the spring plate include not using stock spring plate bushings, then the appropriate alternate bushing options must also be selected.</p> | 5 | 10 |
| 65) | <p>Select this option if the car has any of the following:</p> <p>The car has non-stock torsion bars.</p> <p>The car has non-stock coil springs.</p> <p>The car has stock coil springs with the static open length modified.</p> <p>The car has coil springs that are a different spring rate than stock.</p> | 30 | 45 |
| 66) | <p>Select this option if the car has any of the following:</p> <p>The car was originally delivered with torsion bars on any axle that have been replaced with a coil springs system.</p> <p>The car was originally delivered with torsion bars only which have been augmented by the addition of a coil spring on the same axle.</p> <p>Any corner of the suspension has had the stock spring medium replaced or augmented with an alternate system.</p> <p>NOTE: If you selected item 66) you must also select item 65)</p> | 10 | 10 |

| | Modification | TT Points | AX Points |
|-----|---|------------------|------------------|
| 67) | <p>Select this option if the car has any of the following:</p> <p>The car has coil springs with a non-stock adjustable platform.</p> <p>The car has replacement damper units that have an adjustable spring platform when the stock damper unit had non-adjustable spring platforms.</p> <p>The car has replacement damper units with continuous adjustments to the spring platforms where the stock dampers had incremental adjustments to the spring platforms.</p> <p>NOTE: If you selected option 66), you are not required to select 67) in respect to spring platforms.</p> | 10 | 20 |
| 68) | <p>Select this option if the car has any of the following:</p> <p>The car has non-stock front control arms.</p> <p>The car has stock front control arms that have been modified by the addition or removal of material.</p> <p>NOTE: Aftermarket, or 968 version replacement front lower control arms for the 944 series cars are acceptable if they maintain the stock suspension geometry.</p> <p>NOTE: Modification of the 914 and 911 front lower control arms by the addition of mounts for the front sway bar drop links is acceptable without selecting this option.</p> | 10 | 15 |
| 69) | <p>Select this option if the car has any of the following:</p> <p>The car has non-stock rear control/trailing arms.</p> <p>The car has stock rear control/trailing arms that have been modified by the addition or removal of any material.</p> <p>Examples where you must select this option</p> <ul style="list-style-type: none"> · Installing aluminum banana arms on a car where steel arm were stock. · Boxing trailing arms by welding additional reinforcing plates to the outside of the trailing arm. · Installing control/trailing arms from one model on another model, with or without modification to the chassis or control/trailing arm. | 5 | 10 |
| 70) | <p>Select this option if the car has any of the following:</p> <p>The car has non-stock spherical bearings on any suspension component except sway bar drop links and strut top bearings.</p> <p>The car has adjustable rod-end bearings on any suspension component other than sway bar drop links and steering rack control arms.</p> <p>The car has non-stock spherical bearings used in the mounting of the dampers.</p> | 10 | 15 |
| 71) | <p>Select this option if the car has any of the following:</p> <p>The car has non-stock suspension pick-up locations.</p> <p>The car has suspension components that have modified dimensions to allow installation on this chassis.</p> <p>The car has been modified by the re-location of any suspension pick-up location – even if the stock suspension components are re-installed.</p> <p>NOTE: This rule is specifically in reference to the geometry of the suspension –</p> | 20 | 30 |

| | Modification | TT Points | AX Points |
|------|---|------------------|------------------|
| | not the design or appearance of the suspension components. | | |
| 72) | Select this option if the car has any of the following: The car has non-stock strut tops that use any design or configuration of spherical bearing. | 5 | 10 |
| 73) | Select this option if the car has any of the following: The car has any suspension modifications that require the installation of non-stock components not covered by any other item. The car has any suspension modifications that require the removal of stock components not covered by any other item. The car has any suspension modifications that require the addition of any material to any component not covered by any other item. The car has any suspension modifications that require the removal of any material from any component not covered by any other item. The car has any suspension component not covered by any other item that allows for non-stock adjustment . NOTE: If you have declared a modification that required any of the above conditions in another section of the rules, do not select this option unless additional modifications not already covered require declaration. | 10 | 20 |
| 74) | Select this option if the car has any of the following: The car has suspension bushings that are not made from the stock rubber material. The car has been modified by the replacement of stock rubber bushings with another semi rigid rubber, plastic or composite materials. NOTE: Do not select this option if you have already selected non-stock spherical bearings in item 69) | 5 | 15 |
| 75) | Shock Absorbers - Select one of two options | | |
| 75a) | The car has shock absorbers with a single external adjustment device per unit. | 0 | 0 |
| 75b) | The car has shock absorbers with double or greater adjustment device per unit. The car has shock absorbers with separate externally adjustable bump and rebound features. The car has shock absorbers that allow for separate bump and rebound adjustment without disassembly of the shock absorber unit. | 10 | 15 |

4.2 PERFORMANCE INDEX AUTOCROSS CATEGORY

- (a) Purpose: The purpose of the Performance Index Autocross (PAX) Category is to allow for cars of different categories to compete equally on corrected time.
- (b) Indexes shall be developed for all categories and classes of Porsche cars.
- (c) Indexes will be updated yearly.
- (a) The PAX table was not available at the time of this printing, and will be published separately

5.0 RULE CHANGES

- (a) The Drivers' Event Committee establishes the rules and this section describes methods for changing and updating these rules. Effective January 1st of each year, all previous editions of the GGR Rulebook will be superseded by the current edition. No revisions previously published in Tech Bulletins will remain in effect unless included in the new edition.

5.1 YEARLY UPDATE

- (a) Any member can propose a change to the rulebook prior to the upcoming year deadline. These change proposals shall be submitted in writing to the Competition Director for appropriate action. Both the Autocross and Time Trial members of the Drivers' Event Committee shall also solicit from the participants of their respective series requests and suggestions for rule changes. These inputs and those from other sources shall be prepared into a set of proposed rules changes for yearly update.
- (b) An open meeting shall be held to discuss this proposal. Rules update proposal shall be made available to the general membership for review prior to the open meeting. Publishing the proposal in the Nugget or on the GGR Website shall satisfy this requirement.
- (c) Utilizing the ideas and responses from this meeting, the committee shall meet to finalize the rules changes. The Competition Director shall publish the updated rules and have them available to the participants.

5.2 CORRECTIONS TO CURRENT YEAR RULEBOOK

- (a) If circumstances create a situation where a rule clarification or correction is found to be necessary to be implemented before the next yearly update, the Competition Director may issue a Tech Bulletin stating the correction and its effective date. These Tech Bulletins shall be published in the Nugget and on the GGR Website.

Appendix A: Base Model List

Base points were determined by using power to weight ratios as a starting point, and subjective examination to account for real world performance. It is recognized that a newer car, of equal power to weight ratio to an older car is likely to have a performance advantage due to evolutionary changes in chassis, power characteristics, and suspension. It is recommended that base points be scrutinized using this criteria, and serve as a starting point for assigning base points to new models.

| | Model | Year(s) | Base Wheels F/R | TT Points | AX Points |
|---|--------------|----------------|--------------------------------|----------------------|----------------------|
| 1 | 356 | 1950-1964 | 5.5/5.5 | 150 | 150 |
| 2 | 912 | 1966-1969 | 6/6 | 175 | 175 |
| 3 | 912 E | 1976 | 6/6 | 125 | 125 |
| 4 | 914/1.7/1.8 | 1970-1975 | 5.5/5.5 | 150 | 250 |
| 5 | 914/2.0 | 1973-1974 | 5.5/5.5 | 200 | 300 |
| 6 | 914/2.0 | 1975-1976 | 5.5/5.5 | 150 | 250 |
| 7 | 914/6 | 1970-1972 | 6/6 | 250 | 350 |
| 8 | 911 | 1964 - 1968 | 6/6 | 250 | 250 |
| 9 | 911 L | 1968 | 6/6 | 250 | 250 |

| | | | | | |
|----|----------------|-----------|--------|-----|-----|
| 10 | 911 T | 1968-1969 | 6/6 | 250 | 250 |
| 11 | 911 T | 1970-1973 | 6/6 | 275 | 275 |
| 12 | 911 E | 1969 | 6/6 | 300 | 300 |
| 13 | 911 E | 1970-1973 | 6/6 | 350 | 350 |
| 14 | 911 S | 1967-1968 | 6/6 | 350 | 350 |
| 15 | 911 S | 1969 | 6/6 | 375 | 375 |
| 16 | 911 S | 1970-1973 | 6/6 | 400 | 400 |
| 17 | 911 | 1974 | 6/6 | 300 | 300 |
| 18 | 911 S | 1974 | 6/6 | 350 | 350 |
| 19 | 911 S | 1975-1977 | 6/6 | 325 | 325 |
| 20 | 911 Carrera | 1974 | 7/8 | 350 | 350 |
| 21 | 911 Carrera | 1975 | 7/8 | 325 | 325 |
| 22 | 911 SC | 1978-1983 | 7/8 | 350 | 350 |
| 23 | 911 Carrera | 1984-1986 | 7/8 | 400 | 400 |
| 24 | 911 Carrera | 1987-1989 | 7/8 | 400 | 400 |
| 25 | 964 C2 | 1990-1994 | 7/8 | 425 | 425 |
| 26 | 964 C4 | 1989-1994 | 7/8 | 425 | 425 |
| 27 | 964 RS America | 1992-1994 | 7/8 | 425 | 425 |
| 28 | 993 C2 | 1993-1998 | 8/10 | 450 | 450 |
| 29 | 993 C2S | 1997-1998 | 8/10 | 475 | 475 |
| 30 | 993 C4 | 1993-1998 | 8/10 | 450 | 450 |
| 31 | 993 C4S | 1996-1998 | 8/10 | 475 | 475 |
| 32 | 996 C2 | 1998-2001 | 8/10 | 500 | 500 |
| 33 | 996 C2 | 2002-2003 | 8/10 | 525 | 525 |
| 34 | 996 C4 | 1999-2001 | 8/10 | 475 | 475 |
| 35 | 996 C4 | 2002-2003 | 8/10 | 475 | 475 |
| 36 | 996 C4S | 2003-2004 | 8/10 | 500 | 500 |
| 37 | 996 GT3 | 1999-2004 | 8.5/11 | 725 | 725 |
| 38 | 997 Carrera | 2005-2006 | 8/10 | 525 | 525 |
| 39 | 997 Carrera 4 | 2006 | 8/10 | 500 | 500 |
| 40 | 997 Carrera 4S | 2006 | 8/11 | 525 | 525 |
| 41 | 997 Carrera S | 2005-2006 | 8/11 | 550 | 550 |
| 42 | 997 GT3/GT3RS | 2007- | 8.5/12 | 750 | 750 |
| 43 | 930 Turbo | 1976-1977 | 7/8 | 425 | 425 |
| 44 | 930 Turbo | 1978-1979 | 7/9 | 450 | 450 |
| 45 | 930 Turbo | 1986-1989 | 7/9 | 500 | 500 |
| 46 | 964 Turbo | 1991-1992 | 7/9 | 475 | 475 |
| 47 | 964 Turbo | 1993-1994 | 7/9 | 525 | 525 |
| 48 | 993 Turbo | 1996-1998 | 8/10 | 575 | 575 |
| 49 | 993 Turbo S | 1997-1998 | 8/10 | 575 | 575 |
| 50 | 996 Turbo | 1999-2004 | 8/11 | 550 | 550 |
| 51 | 996 Turbo S | 2006- | 8/11 | 575 | 575 |
| 52 | 997 Turbo | 2007- | 8/11 | 600 | 600 |

| | | | | | |
|----|-------------------|-------------|----------|------|------|
| 53 | 996 GT2 | 1999-2004 | 8.5/12 | 800 | 800 |
| 54 | 924 | 1977 | 6/6 | 150 | 150 |
| 55 | 924 | 1977.5-1982 | 6/6 | 175 | 175 |
| 56 | 924 S | 1987 | 6/6 | 250 | 250 |
| 57 | 924 S | 1988 | 6/6 | 275 | 275 |
| 58 | 924 Turbo | 1980 | 6/6 | 250 | 250 |
| 59 | 924 Turbo | 1981-1982 | 6/6 | 300 | 300 |
| 60 | 944 | 1989 | 7/8 | 275 | 275 |
| 61 | 944 | 1983-1988 | 7/8 | 225 | 225 |
| 62 | 944 S | 1987-1988 | 7/8 | 325 | 325 |
| 63 | 944 S2 | 1989-1991 | 7/8 | 375 | 375 |
| 64 | 944 Turbo | 1985-1988 | 7/8 | 350 | 350 |
| 65 | 944 Turbo/Turbo S | 1988-1990 | 7/8 | 425 | 425 |
| 66 | 968 | 1992-1994 | 7/8 | 400 | 400 |
| 67 | 968 Sport | 1994-1995 | 7/8 | 400 | 400 |
| 68 | 968 Turbo S | 1993-1994 | 7/8 | 525 | 525 |
| 69 | 928 | 1978-1979 | 7/9 | 350 | 350 |
| 70 | 928 | 1980-1982 | 7/9 | 325 | 325 |
| 71 | 928 S | 1983-1984 | 7/9 | 350 | 350 |
| 72 | 928 S | 1985-1986 | 7/9 | 425 | 425 |
| 73 | 928 S4 | 1987-1991 | 7/9 | 450 | 450 |
| 74 | 928 GT | 1989-1991 | 7/9 | 475 | 475 |
| 75 | 928 GTS | 1992-1995 | 7/9 | 475 | 475 |
| 76 | Boxster | 1996-1999 | 6/8 | 350 | 400 |
| 77 | Boxster | 2000-2002 | 6/8 | 375 | 425 |
| 78 | Boxster | 2003-2004 | 6/8 | 400 | 450 |
| 79 | Boxster S | 2000-2004 | 7/8.5 | 450 | 500 |
| 80 | 987 Boxster | 2005- | 6.5/8 | 425 | 475 |
| 81 | 987 Boxster S | 2005-2006 | 8/9 | 475 | 525 |
| 82 | 987 Boxster S | 2007- | 8/9 | 500 | 550 |
| 83 | Cayman | 2007- | 6/5 | 425 | 475 |
| 84 | Cayman S | 2006- | 8/9 | 500 | 550 |
| 85 | Cayenne | 2004 | 7.5/7.5 | N/A | 250 |
| 86 | Cayenne S | 2004 | 8/8 | N/A | 350 |
| 87 | Cayenne Turbo | 2004 | 8/8 | N/A | 450 |
| 88 | Cayenne Turbo S | 2007- | 8/8 | N/A | 500 |
| 89 | Carrera GT | 2005 | 9.5/12.5 | 1000 | 1000 |

Appendix B: Car Classes List

Note: For Time Trial only, cars with 650 or greater modification Points will be classified using the GT chart below

| Car Classes | | | |
|---------------------------|--------------|--------------------------|--------------|
| Time Trial Classes | | Autocross Classes | |
| Points | Class | Points | Class |
| 1151 - 3500 | TT1 | 1251 – 3600 | AX1 |
| 1051 - 1150 | TT2 | 1151 – 1250 | AX2 |
| 951 - 1050 | TT3 | 1001 – 1150 | AX3 |
| 851 - 950 | TT4 | 901 – 1000 | AX4 |
| 751 - 850 | TT5 | 801 – 900 | AX5 |
| 701 - 750 | TT6 | 751 – 800 | AX6 |
| 651 - 700 | TT7 | 701 – 750 | AX7 |
| 601 - 650 | TT8 | 651 – 700 | AX8 |
| 551 - 600 | TT9 | 601 – 650 | AX9 |
| 501 - 550 | TT10 | 551 – 600 | AX10 |
| 451 - 500 | TT11 | 501 – 550 | AX11 |
| 401 - 450 | TT12 | 451 – 500 | AX12 |
| 351 - 400 | TT13 | 401 – 450 | AX13 |
| 301 - 350 | TT14 | 351 – 400 | AX14 |
| 251 - 300 | TT15 | 301 – 350 | AX15 |
| 0 - 250 | TT16 | 0 – 300 | AX16 |

GT Classes for cars over 650 Modification Points

- GT-C All Cup Cars
- GT-1 All turbocharged cars, having engines over 3.4 liters displacement (after the 1.3 multiplication factor)
- GT-2 All normally aspirated cars having engines over 3.4 liters displacement
- GT-3 All normally aspirated cars having engines over 2.808 liters and up to 3.4 liters displacement and all turbo charged cars having engines of these displacements (after the 1.3 multiplication factor).
- GT-4 All normally aspirated cars having engines over 2.2 liters and up to 2.808 liters displacement and all turbocharged cars having engines of these displacements (after the 1.3 multiplication factor).
- GT-5 All normally aspirated cars having engines over 1.75 liters and up to 2.2 liters displacement.
- GT-6 All normally aspirated cars having engines up to 1.75 liters displacement.

Appendix B2: PAX INDEX (AUTOCROSS)

To be published later

Appendix C. Car Classification Form

Introduction:

This is a classification form to help calculate the total points from section 4.1. This is meant solely as a manual calculation form, and in case of omissions or conflicts, section 4.1 shall prevail. It is recommended that drivers use the automated online form from www.pca-ggr.org as a more convenient method of calculation.

The questions on the Car Classification form are written specifically to allow you to answer affirmative, or negative. If clarification is needed, refer to section 4.1 for the exact rule..

For the items that provide multiple choices – select the lowest points option where the car is in full compliance.

Cars with greater than 650 modification points will be classed as PCA Gt classes.

| Name | TT Points | AX Points |
|--------------------------------------|-----------|-----------|
| E-Mail Address | | |
| Car # | | |
| Car model ID (from Append. A) | | |
| Modification Points | | |
| Total | | |

| Modification | TT Points | AX Points |
|--|-----------|-----------|
| Wheels | | |
| 1) Non stock wheels – 25 pts per inch wider front, 25 pts per inch wider rear. | 25/inch | 25/inch |
| 2) Car has non-stock wheel spacer more than .25” thickness. | 5 | 10 |
| 3) Tires - Select one of three options | | |
| 3a) Car has DOT tires treadwear rating over 100 | 0 | 0 |
| 3b) Car has DOT tires treadwear rating under 100 | 100 | 150 |
| 3c) Car has non DOT legal tires or racing tires | 150 | 175 |
| Brakes | | |
| 4) Car has brake dust shields removed | 0 | 0 |
| 5) Car has non-stock brake cooling system | | 0 |
| 6) Car has non-stock brake hoses | 0 | 0 |
| 7) Brake Calipers - Select one of two options | | |
| 7a) Car has stock brake calipers | 0 | 0 |
| 7b) Car has non-stock brake calipers | 10 | 0 |
| 8) Brake Rotors - Select one of two options | | |

| | Modification | TT Points | AX Points |
|------|--|------------------|------------------|
| 8a) | Car has stock or thicker brake rotors maintaining stock diameter | 0 | 0 |
| 8b) | Car has brake rotors larger diameter than stock | 20 | 0 |
| | | | |
| 9) | Car has non-stock brake master cylinder | 5 | 5 |
| 10) | Car has brake rotors made from non-stock material | 20 | 5 |
| 11) | Car has non-stock brake balance device | 5 | 5 |
| 12) | Car has non-stock ABS system or components | 10 | 10 |
| | | | |
| | Battery | | |
| 13) | Car has smaller battery or battery removed | 5 | 5 |
| 14) | Car has battery re-located | 5 | 5 |
| | | | |
| | Glass | | |
| 15) | Car has non-stock glazing | 10 | 20 |
| 16) | Car has window lift mechanism removed | 5 | 10 |
| | | | |
| 17) | Seats – Select one of three options | | |
| 17a) | Car has all original seats | 0 | 0 |
| 17b) | Car has non-stock seats - with adjustable seat back angle | 5 | 5 |
| 17c) | Car has one or more racing style seats. | 10 | 10 |
| | | | |
| 18) | Interior Trim – Select one of three options | | |
| 18a) | Car has stock interior | 0 | 0 |
| 18b) | Car has a complete interior – no untrimmed surfaces | 5 | 10 |
| 18c) | Car has incomplete interior | 10 | 20 |
| | | | |
| 19) | Fenders – Select one of two options | | |
| 19a) | Car has stock fenders or fender lips rolled | 0 | 0 |
| 19b) | Car has flared fenders added | 10 | 10 |
| | | | |
| 20) | Car has non-stock bumpers | 20 | 20 |
| | | | |
| | Bodywork | | |
| 21) | Car has non-stock front hood | 5 | 20 |
| 22) | Car has non-stock rear hood. | 5 | 20 |
| 23) | Car has non-stock doors | 20 | 20 |
| 24) | Car has non-stock engine mounts. | 5 | 5 |
| 25) | Car has modified sunroof | 5 | 5 |
| 26) | Car has one or more windshield wipers removed | 0 | 0 |
| 27) | Car has ancillary systems modified or removed | 5 | 5 |
| 28) | Car has any part of a stock airconditioning system removed | 5 | 5 |
| | | | |
| 29) | Wings and Rear Spoilers – Select one of five options | | |

| | Modification | TT Points | AX Points |
|------|--|--------------------|--------------------|
| 29a) | Car has no rear spoiler – or is a stock Boxster with no spoiler | 0 | 0 |
| 29b) | Car has a stock rear spoiler | 5 | 0 |
| 29c) | Car has a stock rear spoiler originally from another model | 10 | 0 |
| 29d) | Car has a rear aerodynamic device no taller than the roof, or wider than the body | 20 | 5 |
| 29e) | Car has a rear aerodynamic device that does not comply with 3 | 30 | 10 |
| | | | |
| | Front Spoilers | | |
| 30) | Car has a non-stock front spoiler | 10 | 10 |
| | | | |
| 31) | Transmission – Select one of three options | | |
| 31a) | Car has a stock transmission | 0 | 0 |
| 31b) | Car has a transmission with non-stock gear ratios or final drive | 20 | 20 |
| 31c) | Car has a tiptronic or sportomatic transmission | -15 | -10 |
| | | | |
| 32) | Car is a 914 that has converted from tailshift to sideshift | 0 | 0 |
| 33) | Transmission has a limited slip differential | 15 | 30 |
| 34) | Transmission has a non-stock transmission cooler | 5 | 0 |
| | | | |
| | Flywheel and Clutch | | |
| 35) | Engine has a non-stock flywheel | 5 | 10 |
| 36) | Select this option if the engine has any of the following: Engine has rubber center clutch replaced with spring center clutch | 0 | 0 |
| 37) | Engine has a clutch that is smaller than stock diameter | 15 | 15 |
| | | | |
| | Engine Swaps and Capacity Increases (per chassis number) | | |
| | | | |
| 38) | Engine Swaps and Capacity Increase – Choose one of five options | | |
| 38a) | Engine is stock | 0 | 0 |
| 38b) | Engine has same number of cylinders and comes from model in same series. | See Append A | See Append A |
| 38c) | Engine has same number of cylinders but does not come from model in same series. | See Append A | See Append A |
| 38d) | Engine has different # of cylinders - this # of cylinders was available in the model series. | See Append A | See Append A |
| | | See Capacity Chart | See Capacity Chart |
| 38e) | Engine has different number of cylinders | 100 | 100 |

| | Modification | TT Points | AX Points |
|------|--|------------------|------------------|
| | Fuel and Intake | | |
| 39) | Engine must comply with CA smog laws but has equipment removed (includes Catalyst) | 5 | 5 |
| 40) | Car has fuel tank less than 15 gallons | 5 | 5 |
| 41) | Engine has throttle body different to stock | 10 | 10 |
| 42) | Air cleaner or housing, or air inlet ducting is not stock. | 5 | 5 |
| 43) | Complete induction system has been replaced with alternate system | 15 | 15 |
| | | | |
| 44) | Ignition and Engine Management – Select one of four options | | |
| 44a) | Engine has the stock ignition system | 0 | 0 |
| 44b) | Engine management chip is not stock | 5 | 5 |
| 44c) | Engine has non-stock rev limiter | 5 | 5 |
| 44d) | Engine uses a non-stock engine management system | 20 | 20 |
| 45) | Engine has non-stock dual ignition.. | 5 | 5 |
| | | | |
| 46) | Forced Induction – Select one of four options | | |
| 46a) | Engine is normally aspirated | 0 | 0 |
| 46b) | Engine has forced induction and is stock | 0 | 0 |
| 46c) | The engine has forced induction and is not stock | 50 | 50 |
| 46d) | The engine was normally aspirated and now has forced induction of any design. | 40 | 40 |
| | | | |
| 47) | The engine has forced induction and the boost level is not stock | 50 | 50 |
| 48) | The engine has injection of any fluid or gas other than gasoline | 50 | 50 |
| | | | |
| 49) | Compression Ratio - Select one of two options | | |
| 49a) | The engine has a compression ratio not more than 1.0 ratio point higher than stock | 0 | 0 |
| 49b) | The engine has a compression ratio more than 1.0 ratio point higher than stock | 30 | 30 |
| | | | |
| 50) | The engine has non-stock camshafts | 40 | 40 |
| 51) | The cylinder heads have been ported | 40 | 40 |
| 52) | The engine has been updated to Carrera oil pressure fed cam chain tensioners | 0 | 0 |
| 53) | The engine has a non-stock oil cooler or water cooling system | 0 | 0 |
| | | | |
| 54) | Exhaust (per engine type) - Select one of two options | | |
| 54a) | The engine has a stock muffler | 0 | 0 |
| 54b) | The engine has a non-stock muffler | 5 | 5 |
| | | | |
| 55) | Heat Exchangers - Select one of two options | | |

| | Modification | TT Points | AX Points |
|------|--|------------------|------------------|
| 55a) | The engine has stock heat exchangers or stock exhaust manifold | 0 | 0 |
| 55b) | The engine has non-stock heat exchanger or exhaust manifold. | 10 | 10 |
| | | | |
| | Suspension | | |
| 56) | The car has non-stock sway bars | 20 | 30 |
| 57) | The car has a non-stock front or rear strut tie bar | 5 | 5 |
| 58) | The car has non-stock Turbo tie rod ends | 0 | 0 |
| 59) | The car has steering rack spacers | 0 | 0 |
| 60) | The car has non-stock steering track rods – excluding Turbo tie rod ends. | 10 | 10 |
| 61) | The car has M030 or other factory suspension upgrade kit | 15 | 20 |
| 62) | The car has non-stock power steering | 5 | 5 |
| 63) | The car has non-stock adjustable spring plates | 5 | 10 |
| 64) | The car has non-stock springs or torsion bars | 30 | 45 |
| 65) | The car has torsion bars replaced with coil springs, or coils springs added | 10 | 10 |
| 66) | The car has non-stock adjustable coil spring platforms | 10 | 20 |
| 67) | The car has non-stock front control arms (944 replacements OK) | 10 | 15 |
| 68) | The car has non-stock rear control arms | 5 | 10 |
| 69) | The car has non-stock spherical bearings – except strut top and sway bar drag link bearings. | 10 | 15 |
| 70) | The car has non-stock suspension pick-up locations | 20 | 30 |
| 71) | The car has non-stock strut tops | 5 | 10 |
| 72) | The car has any non-stock suspension parts not covered in other choices | 10 | 20 |
| 73) | The suspension has non-stock suspension bushes not covered in item 69) | 5 | 15 |
| 74) | Shock Absorbers - Select one of two options | | |
| 74a) | The car has shock absorbers with single external adjustment | 0 | 0 |
| 74b) | The car has shock absorbers with greater than one external adjustment | 10 | 15 |
| | Total | | |

Appendix D: Rollbars & Cages

These specifications are mandatory and represent minimum requirements. Specific installations are subject to approval by the Technical and Safety Inspector at each event.

Rollbars are specified in sections 1 through 7, roll cages in section 8.

1. Basic Design Considerations

- (a) The basic purpose of the roll bar is to protect the driver if the car turns over or is involved in a serious accident. This purpose should not be forgotten.
- (b) The top of the roll bar must be minimum of 2 inches above the top of the driver's helmet when the driver is sitting in normal driving position (or as near the roof as possible on closed sedans and convertibles when their tops are up) and shall not be more than 6 inches behind the driver.
- (c) The roll bar must be designed to withstand compression forces resulting from the weight of the car coming down on the roll structure, and to take fore-and-aft loads resulting from the car skidding along the ground on the roll structure.
- (d) The two vertical members forming the sides of the hoop shall not be less than 15 inches apart inside dimension. It is recommended that the roll bar extend the full width of the cockpit to provide maximum bearing area.
- (e) A system of head restraint to prevent whiplash and to prevent the driver's head from striking the underside of the roll bar must be installed on all vehicles. The head restraint must be capable of withstanding a 200-lb impact in an aft direction.
- (f) Boxsters and 996 Cabriolets with 250 or less points for Time Trials may run with only the factory installed roll over protection as long as the soft top is up or a hard top is installed. Boxsters greater than 250 mod points and less than or equal to 450 mod points may run with a Brey-Krause extension. Boxsters with greater than 450 and less than or equal to 650 points must have an approved rollbar. Except for the specific cases mentioned above, Boxsters and 996 Cabriolets must comply with all other stated rollover safety standards set forth in these rules.

2. Material

- (a) Any roll bar/cage approved by SCCA for competition purposes, meeting current SCCA specifications or current PCA Club Racing specifications, or previously approved by GGR for time trial use may be used provided it has not been damaged, except cosmetically, in any way. If damaged and repaired, the roll bar/cage must be re-certified by the Safety Chairperson prior to its use in a GGR event. The roll bar hoop and all braces must be seamless, ERW or DOM mild steel tubing or chrome molybdenum alloy steel such as SAE 4125 or SAE 4130. It is recommended that mild steel tubing be used as chromium alloys present difficulties in welding and must be normalized to relieve stress. Proof of the use of alloy steel will be the responsibility of the entrant.
- (b) For the purpose of determining tubing sizes, the vehicle race weight is without driver. The size of the tubing shall be determined as follows:

| Vehicle Race Weight | Roll Bar | | Roll Cage | |
|---------------------|-------------|--------------|----------------------------------|--------------|
| | Mild Steel | Alloy Steel | Mild Steel | Alloy Steel |
| Under 2500# | 1.75 x .120 | 1.625 x .095 | 1.50 x .095 | 1.375 x .095 |
| Over 2500# | 1.75 x .120 | 1.625 x .095 | 1.75 x .095 or 1.50 x .120 | 1.500 x .095 |

- (c) An inspection hole of at least 3/16 inch diameter may be drilled in a non-critical area of the roll bar hoop to facilitate verification of wall thickness.
- (d) Where bolts and nuts are used, the bolts shall be at least 3/8 inch diameter SAE Grade 5 or equivalent aircraft quality.

3. Fabrication

- (a) One continuous length of tubing must be used for the hoop member with smooth continuous bends and no evidence of crimping or wall failure. It is recommended that the radius at the roll bar hoop be such that the minimum outside width measured at a point four inches below the uppermost point is 12 inches.
- (b) Whenever possible the roll bar hoop should start from the floor of the car and, in the case of tube frame construction, be attached to the chassis tubes by means of gussets or sheet metal webs in order to distribute the loads.
- (c) All welding must be of the highest possible quality with full penetration. Arc welding particularly heliarc, should be used wherever possible. The welds should be inspected by magnaflux or dye penetrant after fabrication. Alloy steel must be normalized after welding.

4. Bracing

- (a) Full cockpit width (two seats) roll bar hoops must have two fore/aft braces with tubing of dimensions at least equal to that required for the hoop itself. Diagonal lateral bracing of equal dimension tubing must be installed to prevent lateral distortion of the hoop. (In most cases, a lateral brace from the bottom corner of the hoop on one side to the top corner of the hoop on the other side is sufficient)
- (b) The bracing must be attached as near as possible to the top of hoop but not more than six inches below the top of the hoop and at an included angle of at least 30E. If a single brace is used, it must be attached at the top of the main hoop.
- (c) If the fore/aft bracing must be removable, the connection between the roll bar hoop and the brace-rod must be of the double lug type fabricated from material at least 3/16 inch thickness and welded through a doubler or gusset arrangement to avoid distortion or excessive strains caused by welding.
- (d) It is recommended that the fore/aft brace be attached to a rear chassis member through a double lug connection. If attached to the engine, it must mount to a major component such as a head stud or combination of head studs.

5. Mounting Plates

- (a) Roll bars and braces must be attached to the frame of the car wherever possible. Mounting plates, regardless of whether welded or bolted to the frame, must be at least 3/16 inch thick.
- (b) In the case of cars with unitized or frameless construction, or cars with frames where frame-mounting of the roll bar is impractical, mounting plates must be used to secure the roll bar structure to the floor of the car. The important consideration is that the load be distributed over as large an area as possible.
- (c) Mounting plates bolted to the structure shall not be less than .1875 (3/16) inch thick with a back-up plate of equal size and thickness on the opposite side of the panel with the plates through-bolted together.
- (d) Mounting plates welded to the structure shall not be less than .080 inch thick. Whenever possible the mounting plate should extend onto a vertical section of the structure such as a door pillar.

6. Removable Roll Bars

- (a) Removable roll bars and braces must be very carefully designed and constructed to be at least as strong as a permanent installation. If one tube fits inside another tube to facilitate removal, the removable portion must fit tightly and must bottom on the permanent mounting, and at least two bolts must be used to secure each such joint. The telescope section must be at least eight inches in length.

7. Installation on Cars of Space Frame and Frameless Design

- (a) It is important that roll bar structures be attached to cars in such way as to spread the loads over a wide area. It is not sufficient to simply attach the roll bar to a single tube or junction at tubes. The roll bar must be designed in such way as to be an extension of the frame itself, not simply an attachment to the frame. Considerable care must be used to add as necessary to the frame structure itself in such way as to properly distribute the loads. It is not true that a roll bar can only be as strong as any single tube in the frame.
- (b) On cars of frameless construction, consideration should be given to using a vertical roll bar hoop of 360E completely around the inside of the car, and attached with suitable mounting plates. This type of roll bar then becomes a substitute for the frame.

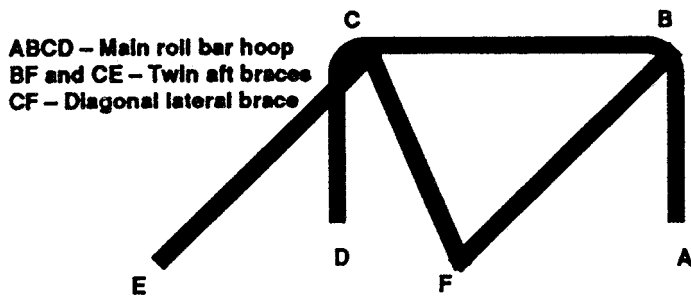
8. Roll Cages

- (a) It is recommended that all cars utilize a roll-cage type of construction. Cars with altered uni-bodies (such as removal or replacement of doors, windshields, structural members, or other panels that may serve to strengthen the uni-body) must have a roll cage installed.
- (b) The main roll bar hoop must extend the full width of the driver/passenger compartment and must be a minimum of two inches above the top of the driver's helmet with the driver sitting in normal position, or as near the roof as possible in closed cars, and shall not be more than six inches behind the driver. The size and material of tubing shall be determined from Table D. The fabrication and bracing on this hoop must meet the specifications of a rollbar.
- (c) A similar hoop must be in front supporting the front pillars, with horizontal bars connecting the front hoop to the main hoop at each side of the top. The material of this tubing shall be at least 1.5 x .102 inches and required bolts and nuts shall be as specified under roll bar requirements.
- (d) Side protection shall be provided by means of side tube(s), approximately at dashboard height, connecting the front and rear hoops across the door openings.

9. Alternate Tubing Sizes

Roll bar tubing of an alternate diameter and wall thickness equal to or exceeding the bending strength of those specified in Table D may be used.

NOTE: The following alternates are permitted; although installing the diagonal lateral brace in the main hoop is the strongest (and hence most preferable) alternative, there may be instances where such an installation is not practical. In such situations, the installation of the diagonal brace as shown below will be acceptable.



Appendix E: 914 Bracing

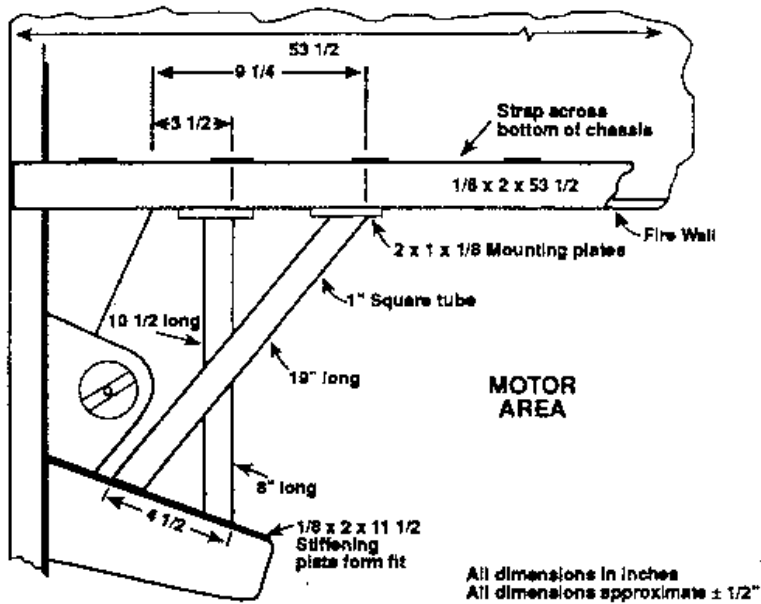
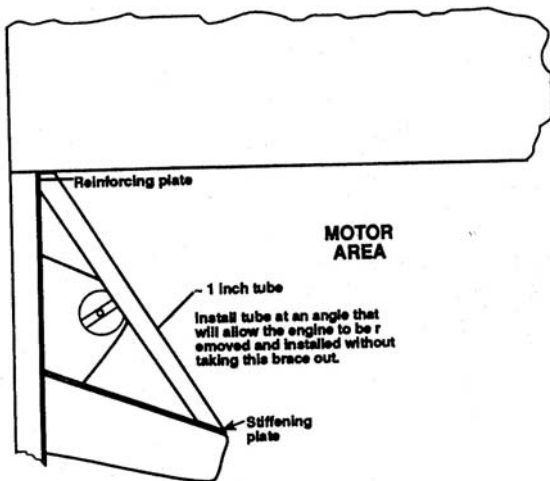


Illustration 1. (Looking up from the bottom of the car)

Note: bolted flanges may be used to hold 1@ square tubing X-brace to the body. This is to allow the motor to be removed.



Looking up from the bottom of the car.

2007 rules were prepared by:

2006 Drivers' Events Committee

David Leong - Competition Director
Andrew Forrest - Time Trial Chairperson
Bill Benz - Time Trial Representative
Bill Dally, Glynn Dennis, Brian Lay, Paul Smith - Autocross Chairpersons
Mark Powell - Autocross Representative
Larry Sharp - Zone 7 Representative

2007 rules were prepared by:

2005 Drivers' Events Committee

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John Beck - Time Trial Representative
Doug and Dana Ambrisko - Autocross Chairperson
Boris Tekslar - Autocross Representative
Larry Sharp - Zone 7 Representative

The 2006 rules are based on a comprehensive proposal by:

| | |
|-----------------------|------------------|
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| Chet Bottone | Hayden Burvill |
| Robert Murillo | Mark Powell |
| Larry Sharp | Dean Thomas |
| Gary Walton | |

2005 rules were prepared by:

2004 Drivers' Events Committee

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Bob Peake - Time Trial Representative
Doug and Dana Ambrisko - Autocross Chairperson
Boris Tekslar - Autocross Representative
Tim Fleming - Zone 7 Representative

2004 rules were prepared by:

2003 Drivers' Events Committee

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John Beck - Time Trial Representative
David Leong - Autocross Chairperson
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Tim Fleming/Dean Thomas - Zone 7 Representative

2003 rules were prepared by:

2003 Drivers' Events Committee

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David Leong - Autocross Chairman
Harold Williams - Time Trial Representative

Steve Silver - Autocross Representative
Tim Fleming - Zone 7 Representative

2002 rules were prepared by:

2002 Drivers' Events Committee

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Bert Delvilano - Autocross Representative
Tim Fleming - Zone 7 Representative

2001 rules were prepared by:

2000 Drivers' Events Committee

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John Beck - Time Trial Representative
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Bud & MaryAnne Behrens - Zone 7 Representatives

The 94-2005 rules are based on a comprehensive proposal by:

The Evolution '94 Committee

Hank Watts, Chairman
Bud Behrens David Blanchard
Kirk Doberenz Gary Dorigi
Ken Mack Tom Poole

DRIVERS EDUCATION

The DE Advisory Team, as the name implies, is advisory in nature. The team's first task was to collaborate on a set of "Minimum Standards" to be used as a common set of safety based rules upon which to build and improve regional DE programs. These Standards were designed to be basic in nature, with an emphasis on proven safe practices, and are designed to be expanded upon as each region tailors their own programs to their entrants.

MINIMUM STANDARDS

1. **Open Cars:** Any make of car delivered with factory-installed roll over protection meets the minimum standards for PCA DE events. In these cars the soft-top must be in the up position or the hard top installed.

If a car does not have factory installed roll over protection, a roll bar must be installed, which meets the "broomstick" rule (the driver's helmeted head is below a bar placed on top of the rollbar and windshield). All targa tops must be installed unless there is additional roll over protection. All sunroofs must be in the closed position. The windshield alone is not considered to be factory roll over protection.

2. **Equal Restraints:** Both student and instructor shall have the same restraint system. All vehicles must be equipped with a properly installed lap and shoulder restraint system.
3. **Harness Systems:** If the participant chooses to install a 5 or 6 point driving harness (four point systems are not safe and therefore not allowed) several changes to the automobile must be made to create a safe occupant restraint system. Harnesses must include an anti-submarine strap and be mounted in an approved manner consistent with the manufacturer's instructions. The Harness system must be used in conjunction with a seat which has the supplied routing holes for the shoulder and anti-submarine belts. All pieces of the restraint system must be installed in accordance with the manufacturer's instructions.

This means that a seat is required to have the proper routing holes for the harness as supplied by the seat manufacturer for the shoulder and anti-submarine straps. The shoulder straps should be mounted at 90 degrees to the axis of your spine or at most 40 degrees down from horizontal. Because the addition of the harness system means that the occupants are fastened upright in the vehicle, a properly padded roll bar or roll cage is strongly encouraged to complete the SYSTEM. The

use of one without the other may result in an unsafe environment and is not a COMPLETE SYSTEM. Due to UV degradation and wear the harness webbing must be replaced every five years.

4. **Medical Personnel** at the site: The minimum standards are one EMT trained attendant and an emergency equipped vehicle.
5. **Fire & Emergency** at the site: There must be personnel trained in fire and emergency situations and the site must have either a fire truck and /or a tow truck equipped with fire emergency equipment.
6. **Insurance**: All events must meet the PCA insurance carrier's requirements and everyone entering the event location must sign the insurance waiver.
7. **Driver's License**: All entrants must have a valid driver's license (state, country or province as appropriate).
8. **Car Occupancy**: If two people are in a car, one must be an approved event instructor. and the other must be a registered entrant in the event. There are no exceptions to this rule. Registering people for the sole purpose of allowing instructor rides is not an acceptable procedure. A registered entrant is defined as a person who will be participating in substantially all appropriate aspects of the event (on track, classroom and exercises). This does not mean, however, that a registered entrant must attend the event full time, or participate in classroom sessions or exercises that are not scheduled for such entrant (e.g., instructors and advanced students need not participate in classroom session or exercises developed for novice drivers.)
9. **Corner Workers**: A minimum of one person per designated station and the station must be equipped with an appropriate complement of flags, fire extinguisher, and communication equipment (radio or track hardwire system).
10. **Run Groups**: The grouping of drivers into run groups shall be assigned in terms of their track driving experience and capability, as well as speed potential of the cars. All novice drivers shall be assigned an event-approved instructor to ride with them for incar instruction.
11. **Clothing**: All car occupants must wear a Snell approved helmet , which has the current available Snell rating or the one previous Snell rating. Footwear must be enclosed, non-slip, with a relatively smooth sole. Hiking type deep lugged soles are not acceptable.
12. **Eye Protection**: If the car does not have a windshield, the driver must be equipped with eye protection.
13. **Drivers' Meeting**: All events must have a drivers' meeting prior to putting cars on the track to review event procedures and policies.
14. **Car Safety Inspection**: The car owner must certify that the car is safe to run on the track and that the car has been inspected by an regionally approved person or shop within thirty days prior to the event.

15. **Final Safety Inspection:** A final safety inspection of the car shall be performed within 24 hours at a site near or at the event facility. This should include inspection of the helmet, the restraint system, all loose objects to be removed, gas cap must be tight and any other items deemed necessary by the event chairman. The car is identified with a sticker or some other means as having passed the final inspection.
16. **Passing Zones:** Passing zones for all groups shall be well defined at the Drivers' Meeting. All passing must be completed by the end of the passing zone as defined by the event organizer. THERE WILL BE NO PASSING IN THE TURNS AND UNDER RED FLAG CONDITIONS THERE IS ALSO NO PASSING UNDER YELLOW FLAG CONDITIONS EXCEPT FOR SLOW-MOVING VEHICLES WHOSE DRIVERS HAVE SIGNALLED THAT THEIR VEHICLES ARE DISABLED. Road courses associated with super speedways may use the super speedway turns as passing zones; e.g., Turn 3 at Pocono, or NASCAR Turns 1, 2, 3 and 4 at Texas Motor Speedway. Kinks in a straight area of the track will not be considered turns unless specified by the Event Chairman. The Event Chairman shall take into consideration the areas of the track that are preferred for passing, and may restrict certain passing zones to advanced run groups.
17. **Passing Signals and Procedures:** All passing in the designated areas will be with the use of hand signals to direct the passing car safely around the car being passed. It is preferred that the car being passed remains on line allowing the faster car to pass safely. In the event of drivers who, due to a physical impairment, are unable to use hand signals, the use of turn signals to signal passing will be permitted. It is recommended that such drivers and their cars, if any, be identified in the Drivers' Meeting.
18. **Event Control Center:** The event control center must have the ability at all times when cars are on the track, to be in communication with the corner stations and track fire and emergency center.
19. **Grid/PIT Marshall:** The event organizers must designate a grid and/or pit-out Marshall to control the flow of cars on and off the track.
20. **Chief of Course:** The flag station or person that communicates with event control and all corners. The chief of course is responsible for all reports and actions of each of the corner stations. The person coordinates all of the actions of the corner stations. It can be the same person as in Event Control but tracks that use professional corner workers will usually designate one person on their team for this role.
21. **PCA Observers' Report:** The PCA Observers' Report form must be completed by an impartial party (i.e., not the Event Chairperson or the Chief Instructor) who attended the event.
22. **Chief Instructor:** The event chairman must designate an individual as Chief Instructor who may also be the Attitude Adjustment Counselor.

23. **Safety Inspector:** The event organizers shall designate a person responsible for car inspection at the event.
24. **Novice Meeting:** There shall be a mandatory session for all novice drivers, which could include track etiquette and flagging responsibilities.
25. **Erratic Driving:** Four wheels off, spin, and/or contact, the driver must come into the pits to have the car looked over and to be queried for the cause.
26. **Entrant Age:** The minimum age for any driving entrant is eighteen years.
27. **Identification:** All cars must be identified with a legible number. Either the car or the driver must be identified by run group. The use of colored wrist bands to identify the entrant and his or her run group is highly recommended.
28. **Lap Timing:** PCA DE Programs are not timed events. Any timing is done for instructional purposes only, and is not part of the operation of the event.
29. **NO ALCOHOL OR CONTROLLED SUBSTANCES CAN BE CONSUMED BY ANY PARTICIPANT DURING THE HOURS OF EVENT OPERATION, OR BY ANY PERSON AT THE SITE OF THE EVENT DURING THE HOURS OF EVENT OPERATION.** This is not intended to prevent participants from taking medication as long as it does NOT have an effect upon the person's ability to control a vehicle at speed.
30. **Event Registration:** Every entrant must complete a registration form which must include emergency contact information.
31. **Instructor Qualification:** Every region and Zone who organizes a DE event must have an instructor qualification program.
32. **Track Contractual Requirements:** The event organizers must adhere to any facility safety requirement that is more stringent than the PCA minimum standards; e.g., track density, open car standard, etc.
33. **Time Trials:** Some Regions may wish to experience Time Trialing during a Drivers Education Weekend. Time Trialing is to be run during a Drivers Education weekend to stay under the Drivers Education insurance coverage.

Time Trials usually run at the end of a DE weekend. During the Time Trial portion of the weekend, Cars are sent out one at a time onto the track to have their lap or laps timed by the Region.

Multiple Cars can be on the track at the same time, but they must be separated by approximately a third of a mile or more. No Passing is to be allowed during timed runs.

The purpose of Time Trialing is to give the entrants a clear track with no distractions, to get an impartial lap time, and potentially have rankings among the drivers. As always safety is the primary concern during PCA track events.

All safety standards that apply to a Drivers Education weekend will apply to the Time Trial portion of the weekend.

Organizing before timed runs, Have drivers organize in sequence from faster to slower. That way the cars spread themselves apart during the timing sequence.

Have a separate Drivers meeting before timed runs start. The drivers meeting should at least cover

- No passing

- Flags rules

- Maintaining distance between cars

- Amount of laps that will be timed, and all safety concerns.

Make sure all cars comply with safety equipment requirements before they start their timed runs. Track must be manned with corner workers, and safety workers at the same level as the DE portion of the weekend.

Timed Runs

Starter ensures that cars are properly spaced during the timed runs.

Corner workers should report to Starter if any cars are gaining onto a car in front of them.

34. Accident Policy: In the event of physical damage to an automobile that cannot be buffed out, an incident report must be submitted to the individuals indicated on the then current Incident Report form. The report form is available on the web site and is now part of the insurance packet received from the National Office when you submitted an insurance enrollment form. In case of bodily injury to any individual at the event, a report must be written and submitted to our National Insurance Chairman on the next business day.

Any region that plans to run a DE event must strive to meet all the minimum standards. A region's repeated failure to comply after warnings of noncompliance or a region's refusal to adhere to these standards could prevent the region from obtaining PCA insurance for future events. Substantial compliance with these standards would be part of the Observer's Report process. One of the functions of the advisory committee is to review and modify these standards, if required. Any modifications to these standards will need Executive Council approval.