



2011

**GGR AUTOCROSS
& TIME TRIAL RULES**

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Table of Contents

1.0 INTRODUCTION	4
1.1 NUMBER OF CLASSES	4
1.2 PERMITTED VEHICLES.....	4
2.0 SAFETY	5
2.1 SAFETY - GENERAL	5
2.1A Autocross	5
2.1T Driver's Education/Time Trial.....	5
2.1 Club Race Drivers' Education.....	5
2.2 SAFETY - AUTOMOBILES	6
2.2A Autocross	6
2.2T Driver's Education/Time Trials	6
2.3 SAFETY - DRIVER'S EQUIPMENT & RESTRAINT	7
2.3A Autocross	7
2.3D Driver's Education.....	7
2.4 INSPECTION	7
3.0 AUTOMOBILES & CLASSES.....	7
3.1 MODIFICATION POINTS	9
3.2 PERFORMANCE INDEX AUTOCROSS CATEGORY	14
4.0 EVENT ADMINISTRATION AND CONDUCT.....	15
4.1 EVENT ADMINISTRATION.....	15
4.1A Autocross	15
4.1T Driver's Education/Time Trial Administration.....	15
4.2 ENTRIES	16
4.2D Driver's Education/Time Trial	16
4.2T Time Trial (only)	16
4.3 COURSE AND OPERATION	17
4.3A Autocross	17
4.3T Driver's Education/Time Trial.....	18
4.4 FLAGS.....	18
4.4A Autocross	18
4.4T Driver's Education/Time Trial.....	18
4.5T PASSING RULES (Driver's Education/Time Trial).....	19
4.6 CAR NUMBERS	19
4.6A Autocross	19
4.6T Driver's Education/Time Trial.....	20
4.7 TIMING AND POSTING.....	20
4.7A Autocross	20
4.7T Time Trial (only)	21



4.8 PROTESTS AND APPEALS	21
4.9 POINTS AND AWARDS.....	23
4.9A Autocross	23
4.9T Time Trial (only)	23
5.0 RULE CHANGES	23
5.1 YEARLY UPDATE.....	24
5.2 CORRECTIONS TO CURRENT YEAR RULEBOOK	24
Appendix A: Base Model List	25
Appendix B: Car Classes List.....	29
Appendix B2: PAX INDEX (AUTOCROSS)	30
Appendix D: Rollbars & Cages	31
1. Basic Design Considerations	31
2. Material	31
3. Fabrication	32
4. Bracing.....	32
5. Mounting Plates	32
6. Removable Roll Bars	33
7. Installation on Cars of Space Frame and Frameless Design.....	33
8. Roll Cages.....	33
9. Alternate Tubing Sizes.....	33
Appendix F: PCA National Driver’s Education Minimum Standards.....	34
Appendix G: Guidelines for Assigning Basepoints to New Models.....	39



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. If additional information is needed, contact the Autocross or Driver's Ed/Time Trial Chairpersons (phone numbers are usually listed in the Nugget).

e. The Drivers' Events Committee is responsible for publishing these rules and is responsible for rules changes 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.

f. 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, that car will neither be involuntarily 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 women if they wish to be ranked separately from the open class, and the choice to participate in such class shall be entirely at the discretion of each female driver.

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 (e.g. Cup cars), must be approved by the event chair, competition director, or designee prior to competing in these events.



2.0 SAFETY

2.1 SAFETY - GENERAL

- a. Any car modification that improves safety will generally be accepted.
- 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.

2.1A 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.

2.1T 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.

2.1 Club Race Drivers' Education

- a. A GGR Club Race event 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 meet or exceed PCA National Driver's Education Minimum Standards as defined elsewhere in this rulebook. Vehicle Tech inspection process and other



safety requirements shall generally be equivalent to those used for GGR DE/time trials. Driver's apparel may be an approved driving suit or long-sleeve shirts and full-length pants of non-synthetic material.

2.2 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.

2.2A Autocross

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

2.2T 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 at least 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 not required except as described below in section 2.2T.c.
- c. Roll Cages: Full roll cages are permitted, but must conform to 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/Time Trial. 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.

2.3 SAFETY - DRIVER'S EQUIPMENT & RESTRAINT

2.3A Autocross

a. If the windshield is removed, the occupants must wear goggles or a full-face shield.

b. Four-, five- or six-point harnesses (i.e. any harness system that restrains both shoulders and thereby keeps the driver's torso upright) 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 (Snell 2000 or newer, M or SA rated). Use of a helmet with the most current Snell certification rating is strongly recommended. Prospective Driver's Education/Time Trialers should be aware of approved helmet requirements, see paragraph 2.3D (d).

2.3D 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. The Time Trail Chairman may allow wearing shorts and T-shirts in hot weather.

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 "SA" Certified helmet is strongly recommended.

2.4 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.

3.0 AUTOMOBILES & CLASSES

(a) It is the responsibility of each driver to properly classify their car. Unless running only in the non-competitive "Fun Category," each entrant shall submit a completed car classification entry, declaring the answers to each modification question as well as base model selection, on or before registration. These classification entries shall be submitted on-line via GGR's Points Classification System available from www.pca-ggr.org and will be publicly available for inspection by other competitors. Entries may be maintained from event to event, provided they are current for that



event. **Drivers who do not classify their car using the aforementioned on-line system will not be eligible for year-end trophies or lap records.**

(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 schedule of modification points appear below in Section 3.1. 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 point ranges for each class in 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 engine (or engine capacity) as the car model's original, there are some special instructions regarding item 39 of the Modifications List that indicate how to alter your base model selection (or modification points) to account for your non-stock engine.
- 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.
- ii) For Time Trials only, cars with 650 or greater modification shall be classed in the GT categories
- i) 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 outlets.

(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, 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.

3.1 MODIFICATION POINTS

Using the on-line GGR Points Classification System referenced above in 3.0(a), select each line item applicable to your car. The points associated with each item selected will accrue to your total modification points. 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. For item #1 regarding wheels, you must know the WIDTH (not diameter) in inches of your front and rear wheels.

Item#	Question	TT Points	AX Points
Wheels [more...]			
1.	Wheels - Points assessed per each half-inch of total wheel width wider than 12" ("total" means one front wheel width + one rear wheel width). [more...]	10	10
2.	Car has non-stock wheel spacer more than .25" thickness. [more...]	5	10
Tires [more...]			
3.	a) Tires with DOT wear rating 200 or greater [more...]	0	0
	b) Tires with DOT wear rating less than 200 but greater than 100. [more...]	25	25
	c) Tires with DOT wear rating less than 101 but greater than 49. [more...]	50	50
	d) Tires with DOT wear rating less than 50. [more...]	100	100
	e) Racing slicks or tires with no DOT wear rating. [more...]	175	175
Brakes [more...]			
4.	Car has brake dust shields removed [more...]	0	0
5.	Car has non-stock brake cooling system [more...]	0	0
6.	Car has non-stock brake hoses [more...]	0	0
Brake Calipers [more...]			
7.	a) Car has stock brake calipers [more...]	0	0
	b) Car has non-stock brake calipers [more...]	10	0
Brake Rotors [more...]			
8.	a) Car has stock or thicker brake rotors maintaining stock diameter [more...]	0	0
	b) Car has brake rotors larger diameter than stock [more...]	10	0



c)	Car has factory BRAKE UPGRADE kit that was an available option for this series, model and type [more...]	10	0
9.	Car has non-stock brake master cylinder [more...]	5	5
10.	Car has brake rotors made from non-stock material [more...]	20	5
11.	Car has non-stock brake balance device [more...]	5	5
12.	Car has non-stock ABS system or components [more...]	10	10
Battery [more...]			
13.	Car has smaller battery or battery removed [more...]	5	5
14.	Car has battery re-located [more...]	5	5
Glass [more...]			
15.	Car has non-stock glazing [more...]	10	20
16.	Car has window lift mechanism removed [more...]	5	10
Seats [more...]			
17.	a) Car has all original seats [more...]	0	0
	b) Car has non-stock seats - with adjustable seat back angle [more...]	5	5
	c) Car has one or more racing style seats. [more...]	10	10
Interior [more...]			
18.	a) Car has stock interior [more...]	0	0
	b) Car has a complete interior - no untrimmed surfaces [more...]	5	10
	c) Car has incomplete interior [more...]	10	20
Fenders [more...]			
19.	a) Car has stock fenders or fender lips rolled [more...]	0	0
	b) Car has flared fenders added [more...]	10	10
	c) Car has lightweight fenders added [more...]	30	30
20.	Car has non-stock bumpers [more...]	20	20
Bodywork [more...]			
21.	Car has non-stock front hood [more...]	5	20
22.	Car has non-stock rear hood. [more...]	5	20
23.	Car has non-stock doors [more...]	20	20
24.	Car has non-stock engine mounts. [more...]	5	5
25.	Car has a modified sunroof [more...]	5	5
26.	Car has one or more windshield wipers removed [more...]	0	0



27.	Car has ancillary systems modified or removed [more...]	5	5
28.	Car has any part of a stock air-conditioning system removed [more...]	5	5
Wings [more...]			
29.	a) Car has no rear spoiler or has a stock rear spoiler that was STANDARD EQUIPMENT as delivered on US-market cars of this model and type [more...]	0	0
	b) Car has a Porsche REAR SPOILER that was a FACTORY OPTION for this model and type or an identical aftermarket replica. [more...]	5	0
	c) Car has a stock rear spoiler originally from another model [more...]	10	0
	d) Car has a rear aerodynamic device no taller than the roof, or wider than the body [more...]	20	5
	e) Car has a rear aerodynamic device that does not comply with the other options. [more...]	30	10
	f) Factory AEROKIT, turbo-look kit or slant-nose kit that was a FACTORY OPTION for that year, model and type. [more...]	5	0
Front Spoilers [more...]			
30a.	Car has a Porsche FRONT SPOILER which was a FACTORY OPTION for this model and type. [more...]	5	0
30b.	Car has a non-stock front spoiler [more...]	10	5
Transmission [more...]			
31.	a) Car has a stock transmission [more...]	0	0
	b) Car has a transmission with non-stock gear ratios or final drive [more...]	20	20
	c) Car has a tiptronic or sportomatic transmission [more...]	-15	-10
	d) Car equipped with standard "Tiptronic S" transmission. [more...]	-5	-5
	e) Car has PDK transmission [more...]	15	15
32.	Car is a 914 that has converted from tailshift to sideshift [more...]	0	0
33.	Transmission has a limited slip differential, stock or non-stock [more...]	15	30
34.	Transmission has a non-stock transmission cooler [more...]	0	0
Flywheel and Clutch [more...]			
35.	Engine has a non-stock flywheel [more...]	5	10
36.	Select this option if the engine has any of the following: Engine has rubber center clutch replaced with spring center clutch [more...]	0	0
37.	Engine has a clutch that is smaller than stock diameter [more...]	15	15
Engine Swaps [more...]			
39.	a) Engine is stock [more...]	0	0



b)	Engine has same number of cylinders and comes from model in same series. [more...]	0	0
c)	Engine has same number of cylinders but does not come from model in same series. [more...]	0	0
d)	Engine has different # of cylinders - this # of cylinders was available in the model series. [more...]	0	0
e)	Engine has different number of cylinders [more...]	100	100

Fuel and Intake [[more...](#)]

40.	Engine must comply with CA smog laws but has equipment removed (includes Catalyst) [more...]	5	5
41.	Car has fuel tank less than 15 gallons [more...]	0	0
42.	Engine has throttle-body or other intake component different to stock [more...]	10	10
43.	Air cleaner or housing, or air inlet ducting is not stock. [more...]	5	5
44.	Complete induction system has been replaced with alternate system [more...]	15	15

Ignition and Engine Management [[more...](#)]

45.	a) Engine has the stock ignition system [more...]	0	0
	b) Engine management chip is not stock [more...]	5	5
	c) Engine has non-stock rev limiter [more...]	5	5
	d) Engine uses a non-stock engine management system [more...]	20	20
46.	Engine has non-stock dual ignition.. [more...]	5	5

Forced Induction [[more...](#)]

47.	a) Engine is normally aspirated [more...]	0	0
	b) Engine has forced induction and is stock [more...]	0	0
	c) The engine has forced induction and is not stock [more...]	50	50
	d) The engine was normally aspirated and now has forced induction of any design. [more...]	50	50
48.	The engine has forced induction and the boost level is not stock [more...]	50	50
49.	The engine has injection of any fluid or gas other than gasoline [more...]	30	30

Compression Ratio [[more...](#)]

50.	a) The engine has a compression ratio not more than 1.0 ratio point higher than stock [more...]	0	0
	b) The engine has a compression ratio more than 1.0 ratio point higher than stock [more...]	30	30

Other engine modifications [[more...](#)]



51a.	The engine has non-stock camshafts [more...]	25	25
51b.	The cylinder heads have been ported [more...]	25	25
51c.	The engine has been updated to Carrera oil pressure fed cam chain tensioners [more...]	0	0
51d.	The engine has a non-stock oil cooler or water cooling system [more...]	0	0
51e.	Factory optional non-turbo POWERKIT engine (i.e. X51) [more...]	25	10
51f.	Factory-optional TURBO POWERKIT engine [more...]	30	5
51g.	TURBO car has any factory option package not described in item 51f that raises maximum engine output [more...]	10	5
Mufflers (per engine type) [more...]			
55.	a) The engine has a stock muffler [more...]	0	0
	b) The engine has a non-stock muffler [more...]	5	5
Exhaust Manifolds/Headers [more...]			
56.	a) The engine has stock heat exchangers or stock exhaust manifold [more...]	0	0
	b) The engine has non-stock heat exchanger or exhaust manifold. [more...]	10	10
Suspension [more...]			
57.	The car has non-stock sway bars [more...]	20	30
58.	The car has a non-stock front or rear strut tie bar [more...]	5	5
59.	The car has non-stock Turbo tie rod ends [more...]	0	0
60.	The car has steering rack spacers [more...]	0	0
61.	The car has non-stock steering track rods - excluding Turbo tie rod ends. [more...]	10	10
62.	The car has a Porsche SPORT suspension kit or a Porsche Active (PASM) suspension kit. [more...]	15	20
63.	The car has non-stock power steering [more...]	5	5
64.	The car has non-stock adjustable spring plates [more...]	5	10
65.	The car has non-stock springs or torsion bars [more...]	30	45
66.	The car has torsion bars replaced with coil springs, or coil springs added [more...]	10	10
67.	The car has non-stock adjustable coil spring platforms [more...]	10	20
68.	The car has non-stock front control arms (944 replacements OK) [more...]	10	15
69.	The car has non-stock rear control arms [more...]	5	10
70.	The car has non-stock spherical bearings - except strut top and sway bar drag link bearings. [more...]	10	15



71.	The car has non-stock suspension pick-up locations [more...]	20	30
72.	The car has non-stock strut tops [more...]	5	10
73.	The car has any non-stock suspension parts not covered in other choices [more...]	10	20
74.	The suspension has non-stock suspension bushes not covered in item 70 [more...]	5	15
Shock Absorbers [more...]			
75.	a) The car has shock absorbers with single external adjustment or no adjustability. [more...]	0	0
	b) The car has shock absorbers with greater than one external adjustment [more...]	10	15

Additional notes regarding 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 in which 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 39c) d) or e).

NOTE: There is no point 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.

Mod Points assigned per cc's of capacity increase

(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+: 375

3.2 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.

(d) The PAX classing table appears in Appendix B2.



4.0 EVENT ADMINISTRATION AND CONDUCT

4.1 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.

4.1A 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.

4.1T 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.)

4.2 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 aggregated 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 aggregated 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 toward the award).

4.2D 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 Track Orientation session/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.

4.2T 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, POC Competition License, IMSA Competition License, SCCA, or NASA (not provisional) Racing License or be a Nationally Trained PCA Instructor,. 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 4.8 (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).

4.3 COURSE AND OPERATION

4.3A Autocross

a. Cars shall be gridded in groups.

b. If two drivers share a car, they shall run in different groups. The Autocross Chair may approve exceptions if one of the drivers is a first time participant.

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.

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.

4.3T 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.

4.4 FLAGS

a. Adherence to all flags is mandatory.

4.4A 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.

4.4T 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.

4.5T PASSING RULES (Driver's Education/Time Trial)

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.

4.6 CAR NUMBERS

4.6A Autocross

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



b: All cars in classes other than FUN, shall display class letters/numbers complying with rule 4.6T-a below, except that shoe polish will be allowed for autocross use.

4.6T Driver's Education/Time Trial

a. Car numbers and competition class letter/numbers 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 for DE/TT. 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 and/or numbers should be roughly half the size of the car 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. Car numbers are assigned by the Registrar and will remain assigned to active participants of the Driver's Education / Time Trial Series. Car number requests will be considered subsequent to an initial event registration. Car numbers assigned to drivers who have not participated in the Driver's Education / Time Trial series for one series year may be recycled and reassigned.

e. Drivers sharing a car may use the same car number but with a suffix (e.g. "A", "L", "X" etc.) attached to the number in order to distinguish the drivers. Additionally, for a participant requesting a number that has already been assigned, the participant may also choose to use that number with a suffix (e.g. "A", "L", "X" etc.). Temporary number assignments for a given event may be accommodated at the discretion of the Registrar.

f. For the purpose of this section, "participation" shall mean driving in at least one event, or performing volunteer work in at least two events, in one series year. Nonparticipating drivers may reserve their number for \$25.00 per year for a maximum of two consecutive years.

4.7 TIMING AND POSTING

a. The timing equipment shall consist of a primary timer that provides for a measurement to the nearest .01 second or better.

b. Times will be posted by Class after each run group so that all entrants may view the results before leaving the event site. The timing system electronic file is the only official record of the driver's time 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.

4.7A 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.

4.7T 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 4.7 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.

4.8 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 of \$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.



4.9 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 4.7.)
- 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.

4.9A 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.

4.9T 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.

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

Basepoints shown below are determined by using power to weight ratios and other known data, and may also include subjective adjustments 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. At least annually, new Porsche Models not found on this list should be assigned Basepoints according to the methodology described in Appendix G and added to this list.

<u>Car Model</u>	<u>Model Years</u>	<u>Displacement</u>	<u>Turbo</u>	<u>TT Points</u>	<u>AX Points</u>
356	1950-1964	1582		100	100
911	1974	2687		200	200
911	1964-1968	1991		170	170
911 Carrera	1987-1989	3164		320	320
911 Carrera	1984-1986	3164		290	290
911 Carrera	1975	2687		230	230
911 Carrera	1974	2687		240	240
911 E	1970-1973	2341		240	240
911 E	1969	1991		210	210
911 L	1968	1991		180	180
911 S	1975-1977	2687		220	220
911 S	1974	2687		240	240
911 S	1970-1973	2341		280	280
911 S	1969	1991		260	260
911 S	1967-1968	1991		240	240
911 SC	1978-1983	2994		240	240
911 T	1970-1973	2341		180	180
911 T	1968-1969	1991		140	140
912	1966-1969	1582		130	130
912 E	1976	1971		110	110
914/1.7/1.8	1970-1975	1795		110	160
914/2.0	1975-1976	1971		110	160
914/2.0	1973-1974	1971		150	200
914/6	1970-1972	1991		170	220
924	1977.5-1982	1984		175	175
924	1977	1984		120	120
924 S	1988	2479		210	210

924 S	1987	2479		190	190
924 Turbo	1981-1982	1984	Turbo	210	210
924 Turbo	1980	1984	Turbo	190	190
928	1980-1982	4474		250	250
928	1978-1979	4474		250	250
928 GT	1989-1991	4957		380	380
928 GTS	1992-1995	5397		400	400
928 S	1985-1986	4664		330	330
928 S	1983-1984	4664		260	260
928 S4	1987-1991	4957		350	350
930 Turbo	1986-1989	3299	Turbo	390	390
930 Turbo	1978-1979	3299	Turbo	340	340
930 Turbo	1976-1977	2994	Turbo	340	340
944	1989	2688		220	220
944	1983-1988	2479		200	200
944 S	1987-1988	2479		250	250
944 S2	1989-1991	3000		280	280
944 Turbo	1985-1988	2479	Turbo	280	280
944 Turbo/Turbo S	1988-1990	2479	Turbo	320	320
964 C2	1990-1994	3600		330	330
964 C4	1989-1994	3600		300	300
964 RS America	1992-1994	3600		340	340
964 Turbo	1993-1994	3600	Turbo	450	450
964 Turbo	1991-1992	3299	Turbo	390	390
968	1992-1995	3000		310	310
986 Boxster	2003-2004	2687		320	345
986 Boxster	2000-2002	2687		300	325
986 Boxster	1996-1999	2480		270	295
986 Boxster S	2000-2004	3179		360	385
987 Boxster	2009-	2900		360	385
987 Boxster	2005-2008	2687		340	365
987 Boxster S	2009-	3387		440	465
987 Boxster S	2007-2008	3386		420	445
987 Boxster S	2005-2006	3179		390	415

987 Boxster Spyder	2010-	3387		490	515
987 Cayman	2009-	2900		380	405
987 Cayman	2007-2008	2687		350	375
987 Cayman S	2009-	3387		450	475
987 Cayman S	2006-2008	3386		420	445
993 C2	1993-1998	3600		360	360
993 C2S	1997-1998	3600		370	370
993 C4	1993-1998	3600		350	350
993 C4S	1996-1998	3600		370	370
993 Turbo	1996-1998	3600	Turbo	500	500
993 Turbo S	1997-1998	3600	Turbo	540	540
996 C2	2002-2003	3600		440	440
996 C2	1998-2001	3387		420	420
996 C4	2002-2003	3600		430	430
996 C4	1999-2001	3387		410	410
996 C4S	2003-2004	3600		420	420
996 GT2	1999-2004	3600	Turbo	620	620
996 GT3	1999-2004	3600		530	530
996 Turbo	1999-2006	3596	Turbo	500	500
996 Turbo S	2006	3596	Turbo	540	540
997 Carrera	2009-	3600		470	470
997 Carrera	2005-2008	3596		450	450
997 Carrera 4	2009-	3600		460	460
997 Carrera 4	2006-2008	3596		440	440
997 Carrera 4S	2009-	3800		510	510
997 Carrera 4S	2006-2008	3824		470	470
997 Speedster	2011-	3800		520	520
997 Carrera GTS	2011-	3800		560	560
997 Carrera S	2009-	3800		520	520
997 Carrera S	2005-2008	3824		480	480
997 GT2RS	2011-	3600	Turbo	850	850
997 GT2	2008-2009	3600	Turbo	710	710
997 GT3	2009-	3800		610	580
997 GT3 and GT3RS	2007-2008	3600		590	590

997 GT3RS	2010-	3800		640	640
997 Turbo S	2011-	3800	Turbo	650	650
997 Turbo	2010-	3800	Turbo	620	620
997 Turbo	2007-2009	3596	Turbo	580	580
Carrera GT	2005	5733		840	840
Cayenne	2011-	3605		0	240
Cayenne	2008-2010	3598		0	210
Cayenne	2004-2007	3200		0	170
Cayenne GTS	2008-2010	4806		0	320
Cayenne S Hybrid	2011-	3000 + Elec.		0	280
Cayenne S	2011-	4806		0	320
Cayenne S	2008-2010	4806		0	280
Cayenne S	2004-2007	4500		0	240
Cayenne Turbo	2011-	4806	Turbo	0	400
Cayenne Turbo	2008-2010	4806	Turbo	0	360
Cayenne Turbo	2004-2007	4500	Turbo	0	310
Cayenne Turbo S	2008-2010	4806	Turbo	0	410
Cayenne Turbo S	2007	4500	Turbo	0	390
Panamera	2010-	3605		330	330
Panamera 4	2010-	3605		320	320
Panamera S	2010-	4806		430	430
Panamera 4S	2010-	4806		420	420
Panamera Turbo	2010-	4806	Turbo	500	500

Appendix B: Car Classes List

Point range	AX Class	TT Class
1151 +	AX1	TT1
1051 - 1150	AX2	TT2
951 - 1050	AX3	TT3
851 - 950	AX4	TT4
751 - 850	AX5	TT5
701 - 750	AX6	TT6
651 - 700	AX7	TT7
601 - 650	AX8	TT8
551 - 600	AX9	TT9
501 - 550	AX10	TT10
451 - 500	AX11	TT11
401 - 450	AX12	TT12
351 - 400	AX13	TT13
301 - 350	AX14	TT14
251 - 300	AX15	TT15
0 - 250	AX16	TT16

Note: For Time Trial only, cars with 650 or greater Modification Points will be classed according to current PCA National Club Race classing rules (e.g. GTA, GTB, GTC 1-5, GT-1 thru GT-6 and GTP-1 thru GTP-6). Likewise, any participating car that conforms in all respects to the rules of a particular current PCA National Club Racing class may choose to be classed, for purposes of a Time Trial, in its Club Racing class (rather than being classed via the TT1 through TT16 "points" system).

Appendix B2: PAX INDEX (AUTOCROSS)

The following is a tentative listing of PAX values, carried over from 2009. These values are subject to revision without notice. Efforts will be made to publish any revisions in a timely manner.

Class	Pax Index	Class	Pax Index	Class	Pax Index
914GT	1.0000	AX03L	0.960	SS06	0.938
AX01	1.0000	AX04L	0.953	SS07	0.928
AX02	1.0000	AX05L	0.947	SS08	0.938
AX03	1.0000	AX06L	0.939	SS09	0.938
AX04	0.993	AX07L	0.931	SS10	0.946
AX05	0.986	AX08L	0.924	SS11	0.928
AX06	0.978	AX09L	0.916	SS12	0.97
AX07	0.970	AX10L	0.908	SS01L	0.906
AX08	0.962	AX11L	0.900	SS02L	0.917
AX09	0.954	AX12L	0.890	SS03L	0.917
AX10	0.946	AX13L	0.881	SS04L	0.917
AX11	0.938	AX14L	0.869	SS05L	0.917
AX12	0.928	AX15L	0.858	SS06L	0.938
AX13	0.917	AX16L	0.847	SS07L	0.928
AX14	0.906	SS01	0.906	SS08L	0.938
AX15	0.894	SS02	0.917	SS09L	0.938
AX16	0.883	SS03	0.917	SS10L	0.946
AX01L	0.960	SS04	0.917	SS11L	0.928
AX02L	0.960	SS05	0.917	SS12L	0.97

Appendix D: Rollbars & Cages

These specifications represent basic guidance only. Drivers are strongly encouraged to source their rollbars and cages from reputable racecar fabrication professionals. Wherever these standards may conflict with the installation instructions of a commercially-available rollbar or cage, the manufacturer's instructions shall rule. Nothing in this Appendix should be construed as an endorsement or guarantee of the effectiveness of any particular safety device. Participants are each responsible for the proper installation and use of their own safety gear. Notwithstanding the foregoing, specific rollbar or cage installations deemed unsound or hazardous by the Technical and Safety Inspector(s) at any GGR event may be prohibited from running.

In general, 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 Tech/Safety Chairperson prior to its use in a GGR 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 main 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.

2. Material

(a) 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 recommended minimum size of the tubing shall be determined as follows:

Table D	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 30 degrees. 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 away 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 away 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 away 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 360 degrees 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) 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 at 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.

(b) 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.

(c) 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.

Appendix F: PCA National Driver's Education Minimum Standards

The text below is intended to be an exact copy of the Minimum Standards published by PCA National. Insofar as National's published standards differ from the text below due to updates or revisions by PCA National, the most current published National standards shall rule and be immediately incorporated herein by reference, superseding the text below.

MINIMUM STANDARDS (rev. August 2010)

1. **Definition:** A Drivers Education (a.k.a. Drivers Ed or DE) is an instructional speed event that is characterized by continuous lap driving with passing to be permitted as allowed by these rules. A DRIVERS ED IS NOT RACING. There shall be no official timing as the event is intended as instructional only, with no competition. There are no award points assigned and no trophies associated with DE events. While non-competitive, safety equipment is still required as outlined in these rules.
2. **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 roll bar and windshield). If installed, roll bars or cages and their installation must meet PCA Club Racing standards. All targa tops must be installed unless there is addition roll over protection. All sunroofs must be in the closed position. The windshield alone is not considered to be factory roll over protection.
3. **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.
4. **Harness Systems:** If the participant chooses to install a 5- or 6-point driving harness several changes to the automobile must be made to create a safe occupant restraint system. Harnesses must include a antisubmarine strap and be mounted in an approved manner consistent 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 antisubmarine 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.
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 antisubmarine 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. If installed, roll bars or cages and their installation must meet PCA Club Racing standards.
Four point systems are not allowed in Porsches because of the integrated headrest supplied by the factory. In addition to the standard SFI and/ or FIA approved 5- and/or 6-point system, a 4-point system is allowed in non-Porsches that meet the following requirements:
 - Meets the Federal Motor Vehicle Safety Standard 209.
 - Attaches to the factory seat belt mounting points.
 - Each belt is designed to work in a specific vehicle and that vehicle tag must be attached to the belt system.An example of a system that meets the above criteria is the Schroth Quick Fit system.

5. **Medical Personnel at the site:** The minimum standards are one EMT trained attendant and an emergency equipped vehicle.
6. **Fire and 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.
7. **Insurance:** All events must meet the PCA insurance carrier's requirements and everyone entering the event location must sign the insurance waiver.
8. **Driver's License:** All entrants must have a valid driver's license (state, country or province as appropriate).
9. **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 "thrill" rides is not acceptable. 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, any corner working). 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; corner working is not necessary if there are professional corner workers).
10. **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).
11. **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 in-car instruction.
12. **Clothing:** All car occupants must wear a Snell approved helmet, which has the current available Snell rating or the one previous Snell rating. Other helmets are acceptable if they are approved for PCA Club Racing. Footwear must be enclosed, non-slip, with a relatively smooth sole. Hiking type deep lugged soles are not acceptable. If the entrant chooses to wear a driving suit, it must be one that is approved for PCA Club Racing.
13. **Eye Protection:** If the car does not have a windshield, the driver must be equipped with eye protection.
14. **Drivers' Meeting:** All events must have a drivers' meeting prior to putting cars on the track to review event procedures and policies.
15. **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.
16. **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.
17. **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. Road courses associated with super speedways may use the super speedway turns as passing zones (turns on the portion of the track comprised of the oval section of the super speedway); e.g., Turn 3 at Pocono, or NASCAR Turns 1, 2, 3 and 4 at Texas Motor Speedway. **There shall be no passing in any other turns except as allowed by the Expanded Passing Program.** 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. **THERE WILL BE NO PASSING 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.**
18. **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.
19. **Expanded Passing Program:** The Event Chairman **may** choose to implement the expanded passing program. With expanded passing, passing may occur on all portions of the track, including all turns. If expanded passing is allowed at an event, it shall follow these restrictions:
 - Expanded passing will **ONLY** be run in the Instructors run group which may include non-instructors.

- All passing must be initiated WITH A HAND SIGNAL.
- All signals MUST BE demonstratively clear and there must be one for each car.
- All signals are “real time”. If you initiate a pass with a signal, expect a car to pass at the time you give the signal, not at the next straight away.
- All signals are a contract between two drivers. If you initiate, let the car pass. If you are given a signal and decline, you must wave off the signal.
- No more than two cars side by side in the turn.
- When entering a turn with another car, NO ONE OWNS THE TURN. Each driver is entitled to 50% of the track as if there was a white line through the center of the turn.
- The only passengers allowed in the expanded passing run groups are qualified instructors.
- All drivers of the designated run group must participate in expanded passing. Any driver who does not care to participate must be moved to another run group.
- When entering a turn with another car, NO ONE OWNS THE TURN. Each driver is entitled to 50% of the track as if there was a white line down the middle.
- The Chief Driving Instructor may designate up to five (5) instructors per event who may take advanced students as passengers (no beginners or novices), for the purpose of instruction only. Otherwise, the only passengers allowed in the expanded passing run groups are qualified instructors.

All drivers of the designated run group must willingly participate in expanded passing. Any driver who does not care to participate must be moved to another run group. This program is self-policed and any passing done without a signal or over aggressive driving may result in exclusion from the program or may be dealt with as decided by Regional DE management.

20. **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.
21. **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.
22. **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.
23. **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.
24. **Post Event Report:** The PCA Post Event Report form must be completed by the Event Chairperson.
25. **Chief Instructor:** The event chairman must designate an individual as Chief Instructor who may also be the Attitude Adjustment Counselor.
26. **Safety Inspector:** The event organizers shall designate a person responsible for car inspection at the event.
27. **Novice Meeting:** There shall be a mandatory session for all novice drivers, which could include track etiquette and flagging responsibilities.
28. **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.
29. **Entrant Age:** The minimum age for any driving entrant is eighteen years.
30. **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.
31. **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.
32. **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.
33. **Event Registration:** Every entrant must complete a registration form which must include emergency contact information.

34. **Instructor Qualification:** Every Region and Zone who organizes a DE event must have an instructor qualification program.
35. **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.
36. **Accident Policy:** In the event of any car-to-car contact or other contact resulting in physical damage to an automobile that cannot be buffed out, an incident report must be submitted to the individuals indicated on the current Incident Report Form within five (5) business days. (Damage caused by debris or to the wheels/suspension/under-carriage from an off-track excursion does not require a report.) 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.
37. **Time Trials:**Regions may optionally offer a Time Trial at a DE event. A Time Trial brings a competitive aspect to the DE. After all of the untimed sessions of a DE are finished, there is a final session that is timed for the purpose of official scoring. During the Time Trial portion of the event, cars are sent out one at a time on to the track to have their designated number of timed laps. All the allowed timed laps are run continuously, as in practice; however there shall be no passing. Cars must be released with enough spacing to avoid bunching up, so proper spacing of the cars is really crucial. Typically, this means that only two or three cars can be on the track at a time during timed runs. The Event Gridmaster should grid cars by speed potential and driver ability, sending the fastest cars first, and should use his best judgment and discretion as to the spacing.

The Event Chair should have an additional drivers meeting before timed runs start. This drivers meeting should review (at least): No passing; flag rules; maintaining distance between cars; number of laps to be driven; any safety concerns.

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 standards that apply to a Drivers Education will apply to the Time Trial portion of the event except as noted in this section. NOTE THAT THE PCA LIABILITY INSURANCE SPECIFICALLY PROHIBITS WHEEL-TO-WHEEL COMPETITION IN THIS CONTEXT.

38. **Track Tours:** Regions may optionally implement a Track Tour program. This program allows those not interested in participating in the DE to experience the track in a comfortable low speed session. Passengers are allowed. The driver must have a valid driver's license, register for the program, pay an entrance fee, and all vehicle occupants must sign the appropriate insurance waiver. Under age participants must have a responsible adult sign the appropriate waiver for them, and shall use DOT approved restraints appropriate for their age and weight. All occupants will use at least DOT seat belts. Helmets are not required. The Track Tour program will be run separately from other run groups and may be run without corner workers. There will be enough pace cars well spaced in the track tour group to keep speeds well below "track speed," with a maximum speed of 60 mph. No passing shall be allowed. Pace car drivers must be 18 years or older and be appointed by the event management. Participating vehicles are not limited to Porsches. All participating vehicles must be either approved by the Chief Tech Inspector as generally roadworthy or have a valid state registration. Motorcycles and off road vehicles are not allowed.
39. **Taste of the Track:** Regions may optionally offer a Taste of the Track program. This program is designed for the person who would like to learn more about DE, but who is not yet ready to be a full-driving participant. This will allow a person to receive instruction during a ride in the passenger seat of an instructor's car for a run session. The participant must be at least 18 years old or older, register for the event, pay an entrance fee, and sign the appropriate insurance waiver(s). Participating regions are encouraged to set up a program where the Taste of the Track entrant participates in all aspects of the event that novice drivers attend, including any driver's meetings, chalk talks, classroom sessions and corner working. Registering people for the sole purpose of "thrill" rides is not acceptable. All required safety gear must be used. All rules for the event must be followed. The Event Chairperson must approve all participants and instructors for this program. The experience is intended to be educational and informative. It is suggested

that instructor's in this program drive in the novice run group; explain the basics of driving (car control, the line, dealing with traffic); explain event and track rules; adjust their driving style and speed as necessary to keep the participant comfortable; and answer questions in order to fully demonstrate the novice experience.

The purpose of the "Minimum Standards" is to provide a Region with a base point on which to build their own regional program. The standards were designed to be minimal in nature so that any region can have more stringent rules, but none should have any more lenient. 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.

Appendix G: Guidelines for Assigning Basepoints to New Models

Basepoints are determined by using power to weight ratios and other known data as a starting point, and may also include subjective adjustments 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, when assigning basepoints to new models, they be scrutinized using these criteria.

Step 1: Assigning "Initial Basepoints"

"Initial Basepoints" are assigned based on a formula using the car's power to weight ratio, model age and the width of its standard-equipment wheels. A car's power to weight ratio (PW) is calculated by dividing the PCNA published curb weight (lbs.) of the model (equipped with a manual transmission) by its PCNA published horsepower. The calculated PW ratio is then used to determine the appropriate Initial Basepoints using the following formula:

$$(4000 / PW) + (\text{year of model introduction} - 2010) + (5 \times (\text{width in inches of one front} + \text{one rear standard-equipment wheel} - 12)) = \text{Initial Basepoints}$$

Explanation: This formula takes the inverse of the PW ratio and multiplies it by 4000 (creating a steepening curve that assigns progressively higher and higher basepoints for each incremental improvement in PW ratio, then subtracts one point for each year since the model's introduction prior to 2010 (to grant a modest discount for age and, in future years, assign one additional basepoint per year for models introduced after 2010), and then adds 5 points for each inch greater than 12 of the car model's standard-equipment wheel-widths (this serves as a rough proxy to capture design and performance advantages inherent to models that were engineered to utilize wider wheels, and conversely the limitations of vehicles designed to use narrower wheels).

Step 2: Assigning Autocross "Adjustment Points"

Due to their particular handling traits, mid-engined cars and SUVs are also assigned "adjustment points" for Autocross only. Current "adjustment points" are listed in the table below.

Model Series	Adjustment Points
914 (all)	+50 (AX only)
Boxster (all)	+25 (AX only)
Cayman (all)	+25 (AX only)
Cayenne (all)	-50 (AX only)

Step 3: Other "Adjustment Points"

Other adjustment points may added to or subtracted from each model's basepoints as part of the annual rule revision process if deemed appropriate in order to consolidate models, account for the performance potential of specific models or to better balance competition.

Final Basepoint values representing the sum of Steps 1-3 for each model shall be listed in Appendix A: "Base Model List."

2007 rules were prepared by:

2006 Drivers' Events Committee
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Bill Dally, Glynn Dennis, Brian Lay, Paul Smith - Autocross Chairpersons
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2006 rules were prepared by:

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Doug and Dana Ambrisko - Autocross Chairperson
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The 2006 rules are based on a comprehensive proposal by:
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2005 rules were prepared by:

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2004 rules were prepared by:

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Tim Fleming - Zone 7 Representative

2002 rules were prepared by:

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2001 rules were prepared by:

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

The Evolution '94 Committee

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Kirk Doberenz Gary Dorigi

Ken Mack Tom Poole