

General Competition Rules

Revision 4

These General Competition Rules (GCRS) have been compiled by the Competition Director and Approved and ratified by the PBOC Motorsports Club Inc. Officers and Board of Directors. These GCRS are to be used by all competitors and entrants in PBOC Motorsports Club and represent a simplified but strict adherence to the competitive spirit and sportsmanship of the PBOC Drivers Education and Racing events as a template for car preparation and modification within these rules. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of PBOC events and to establish minimum acceptable requirements for such events. These GCRS will govern the condition of the PBOC events, and, by participating in these events, all participants are deemed to have complied with these GCRS. No expressed or implied warranty of safety will result from publication of, or compliance with, these GCRS. They are solely intended as a guide for the conduct of the sport, and are in no way a guarantee against injury or death to participants, spectators, or others. Above all, the PBOC wishes to promote fair and enjoyable competition for all its members.

Questions concerning these rules should be directed to the
PBOC Motorsports Club Competition Director
Via the official PBOC Motorsports Club website: <http://www.pbocflorida.com>

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PBOC ANNUAL RACE TECH INSPECTION REQUIREMENTS

HANS Device mandatory in all Racecars

Helmet rated Snell SA2005, SA2010, SAH2010, FIA 8860-2004, SFI 31.1A, SFI 31.2A

Drivers name must be on left side of Helmet

Helmet visor or goggles for cars without full windshield

Arm Restraints Dated Jan. 1, 2007 or newer required for all non hardtop cars - Convertible, Targa, T-Top, Sport Racer, Spec. Racer and Roadsters.

ONE PIECE SF3.2A/5 or better driving suit - two layer minimum

Fire retardant shoes, socks and gloves

Driver with any facial hair must wear a balaclava

Fire Extinguishers or Fire Systems rated 10BC or better with a readable gauge

Steel wheel stud length equal to thickness of lug or longer.

Studs & lug nuts must be made of steel

Strap over top of battery and positive battery terminal covered

Window Net Dated Jan. 1, 2007 or newer and mounted to chassis with metal brackets & metal release (No tie wraps or plastic clips)

Driver 5/6 point Seat Harness Dated Jan. 1, 2008 or newer and correctly mounted

Race Seat is FIA certified & Dated Jan. 1, 2007 or newer or has seat back brace

Roll bar or Roll cage meets PBOC regulations - SCCA, PCA, and BMWCC legal Bars are OK

Left & Right exterior and center rear view interior mirrors are mandatory (per PBOC GCR's)

Kill switch operational and externally accessibly

Tow Hooks Front & Rear

PBOC decals left and right side between tire wells and above bottom of door (supplied by PBOC)

PBOC Race class on front and rear of car - class determined at track (decals supplied by PBOC)

Kill switch decal

Fire extinguisher decal

Front and Rear Tow hook arrows

Car numbers all 4 sides to GCR specs.

Minimum PBOC Super Solo Group Requirements

These Super Solo requirements are in addition to the regular PBOC Drivers School rules

Helmet rated Snell SA2005, SA2010, SAH2010, FIA 8860-2004, SFI 31.1A, SFI 31.2A

Helmet visor or goggles for cars without full windshield

Arm Restraints Dated Jan. 1, 2007 or newer required for all non hardtop cars - Convertible, Targa, T-Top, Sport Racer, Spec. Racer and Roadsters

Fire Extinguishers or Fire Systems rated 5BC or better with a readable gauge

4 point approved Roll Bar minimum or approved Roll cage

Some open top cars (Convertible, Cabriolet, and Targa) will be required to have a Roll Cage (check with Competition Director)

Sub-belt must pass thru seat or V style sub belt install approved by Competition Director

PBOC Super Solo Decals (can be magnetic) left and right side of car between tire wells and above bottom of door

Permanent Car Numbers (can be magnetic) on both sides and rear of car / must be a contrasting color

Provisional Drivers must have a very visible 4 in. minimum X (can be magnetic) on rear of car

Each Super Solo car and driver will have an annual tech inspection performed at the first event entered in 2012

Each Super Solo Driver will receive a passport (Log Book) with a permanent number at the time of the annual tech inspection

Recommended:

ONE PIECE SF3.2A/5 or better driving suit - two layer minimum

Fire retardant shoes, socks and gloves

Driver with any facial hair must wear a balaclava

Shoulder Harness must pass thru seat

Driver 5/6 point Seat Harness Dated Jan. 1, 2007 or newer and correctly mounted

4.0 b If a race is not completed due to weather, or for any reason as deemed necessary by the responsible PBOC officials, and if the lead car has not completed at least one half of the total laps or time scheduled then all competitors will receive ten points. If the lead car has completed at least one-half of the total laps or time scheduled then the race will be counted as complete and full position points will be awarded. All race entrants must complete at least one-half of the total race laps or time to qualify for Championship Points for the event.

4.0 c If an Enduro race is not completed due to weather, or for any reason as deemed necessary by the responsible PBOC officials, and the required pit stop has not been made, penalties will remain in effect.

4.0 d In multiple driver cars it is the responsibility of the Drivers to give Timing & Scoring the name of the driver who will be driving the car **before** each Qualifying session, points Race and driver order in any Enduro Race. **Failure to do so will result in all points for that race being forfeited for all drivers of that car.**

4.0 e All races of 60 minutes or longer will be considered an Enduro races. If during the race there is a driver change then each driver will receive only one half of the racecars finish position points, all fractions will be dropped. A driver must drive at least 30 percent of the race (honor system) to receive any points. If one driver has not completed 30 percent of the race, the other driver will still only receive single points. Any driver found cheating will forfeit all points for the car and for all drivers listed to drive that car for the entire event.

4.0.f Race results will be posted on WWW.mylaps.com .
Championship points will be posted on the PBOC website WWW.pbocflorida.com.

BALLAST WEIGHT

5.0 All weight ballasting (placing weight in or on a vehicle with other than factory stock components) must be placed in the passenger compartment and requires official technical inspection. Through grade 5 minimum bolt mounting with 3" back plate(s) will be required as a minimum. Back plates shall round in shape. No individual weight will be more then 75lbs.

CAR MARKINGS

6.0 a Every GT Racecar competing in a PBOC Race practice, qualifying or Race will clearly display required **PBOC logos** on the left and right side of car, no lower then the door bottom and between front and rear tire wells.

6.0 b Every Sports Racer car competing in a PBOC Race practice, qualifying or Race will clearly display required **PBOC logos** on the left and right side of car.

6.0 c Assigned competition number must be shown on a contrasting background and be readable from the Timing & Scoring location. Numbers must be a minimum of 8 inches tall with a minimum stroke thickness of 1.5 inches and placed on both sides and front of a car. Numbers of at least 4 inches tall will be displayed on the car's rear. Chief Timing Official has final say on your car numbers legibility.

6.0 d The correct 4 inch car class designation **R + NUMBER and/or LETTER** must be legible, contrasting color and displayed in a location on the front and rear of the car so that it can be easily seen from a car in front or behind you.

6.0 e Magnetic signs are acceptable but must be properly secured to a car. All markings must be clearly visible to all course workers while on course. Location, content and mounting of all car markings are subject to approval of the Competition Director.

6.0 f Rookie Drivers must display a clearly visible contrasting "**X**" of at least four inches tall on the rear of the car. Rookie X must stay on car for 4 successfully completed event weekends. If a rookie has any incident during those 4 weekends they start counting events again from zero.

6.0 g Any car not meeting these requirements may not be allowed in the point's race.

CHIEF INSTRUCTOR

7.0 The Officers and Board of Directors will appoint the Chief Instructor. The Chief Instructor, or his designee, must be present at all events to ensure that they are conducted in accordance with the GCRS

CHIEF STEWARD

8.0 The Officers and Board of Directors will select an approved Chief Steward for each of our events.

CLOTHING

9.0 a Race Series Drivers require:

- a.1** One piece SFI rating of 3.2A/5 or higher driving suit with a minimum two layers of fire retardant clothing (two or more layer driving suit or one layer suit plus fire retardant underwear).
- a.2** SFI rated Fire retardant socks
- a.3** SFI rated Fire retardant shoes.
- a.4** SFI rated gloves
- a.5** SFI rated balaclava is required for drivers with facial hair and/or long hair, which extend beyond the back of the helmet

9.0 b Drivers School requires:

- b.1** Long sleeve or short sleeve shirt (This may be set by the track)
- b.2** Long pants, non synthetic fabric recommended.
- b.3** Closed toe shoes (no sandals or flip flops)

9.0 c Super Solo Group Drivers require:

- c.1** One piece SFI rating of 3.2A/5 or higher driving suit with a minimum two layers of fire retardant clothing (two or more layer driving suit or one layer suit plus fire retardant underwear).
- c.2** SFI rated Fire retardant socks
- c.3** SFI rated Fire retardant shoes.
- c.4** SFI rated gloves
- c.5** SFI rated balaclava is required for drivers with facial hair and/or long hair, which extend beyond the helmet

COMPETITION CLASSES (See Appendix A)

COMPETITION COMMITTEE

11.0 The Competition Committee will be made up of the Competition Director, Chief Instructor, Race Director, Chief Steward, Chief of Timing and Safety Director. The Competition Committee will be responsible for annually reviewing the GCRS, interpreting the GCRS and handling protest and appeals of any decision made by the AT Track Incident Committee (ATIC).

COMPETITION DIRECTOR

12.0 The Officers and Board of Directors will appoint the Competition Director. The Competition Director or his designee will class all cars for the PBOC cup Race series and must be present at all events to ensure that they are conducted in accordance with the GCRS.

CAR NUMBERS (Race Cars & Super Solo)

13.0 a The Race License Chairperson or designee will assign Racecar numbers.

13.0 b The Super Solo Director or designee will assign Super Solo car numbers.

13.0 c All assigned car numbers will be reserved until January 15 of the following year provided all outstanding track damages, membership and competition license fees are paid up. To reserve your assigned number for the following season, you must compete in at least four events during the calendar year. Available numbers can be reserved at the Super Solo Director or Race License Chairpersons' discretion.

13.0 d Requests to change an assigned number must be made in writing or e-mail to the Super Solo Director or Race License Chairperson and will be handled in the order of receipt.

CONVERTIBLES / OPEN CARS (Drivers Education Group)

14.0 a Closed-faced helmets with approved goggles or face shields are mandatory in ALL T-Top, Targa, Convertible (hard or soft top) and open cars and are recommended for all other cars.

14.0 b Approved roll bars are strongly recommended in all cars. Approved roll bars, are mandatory in ALL non approved convertibles

14.0 c Arm restraints are mandatory in ALL convertibles (hard or soft top), Targa, T-Top without roll cages.

14.0 d No passengers are allowed in cars with diagonal roll bar brace that crosses in front of the passenger seat, no exceptions. ALL roll bars and roll cages must conform to **Appendix D** specifications.

CONVERTIBLES / OPEN CARS (Race Group)

15.0 a A Closed-faced helmets with approved goggles or face shields are mandatory in ALL T-Top, Targa, Convertibles (hard or soft top) and open cars and are recommended for all other cars.

15.0 b Arm restraints are mandatory in ALL T-Top, Targa, Convertibles (hard or soft top) and open cars

15.0 c A roll cage is mandatory in ALL T-Top, Targa, Convertibles (hard or soft top) and open cars. ALL roll bars and roll cages must conform to **Appendix D** specifications.

COURSE CONTROL

16.0 a The Chief of Workers is to be responsible for the following:

16.0 b Flag inventory.

16.0 c Worker instructions, including printed instructions on proper use of flags, fire control equipment and other equipment for the course and the starter. Insure all workers understand instructions and duties before they proceed to their positions.

16.0 d Proper placement of all corner workers to ensure maximum possible track coverage including coordination of radio and flags.

16.0 e Provide proper wording for the various emergency conditions when reporting by radio and/or phone.

DOOR BEAMS

17.0 Removal of a factory equipped door beams is only allowed if replaced with a roll cage with Competition Director approved side intrusion protection.

DRIVERS

18.0 All Driver School and Race entrants must have a current valid Drivers License to participate in any PBOC driving event. Any entrant without a current valid driver's license may petition the Board of Directors for an exception to this requirement.

ENDURO RACES (See also Pit stops)

19.0 a All races longer than 120 minutes will require a minimum of two drivers. There are no restrictions to the maximum number of drivers in any race no matter how short or long the race is. Only the two drivers that have driven at least 30% of the race will receive Championship Award Points

19.0 b No driver will be allowed to drive for more then two uninterrupted hours at a time.

19.0 c A driver must take a break equal to one half the seat time driven in their last session.

EVENT REGULATIONS

20.0 a No deviation in these rules will be tolerated for any event for the competition year unless previously approved and published by the Officers and Board of Directors. This is to assure that any competitor will remain in the same class for the entire year, provided he or she does not alter their car.

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

20.0 c Bad check, debt not resolved or credit card reversed charges will constitute cause for rejection of entry for any event.

20.0 d No alcoholic beverages will be consumed by ANYONE until the end of all track activity for the day.

20.0 e Infractions of the rules will be cause for expulsion from event and/or subsequent events as deemed appropriate by any of the following officials, Chief Steward, Safety Chairman, Competition Director, PBOC Officer or Board Member.

20.0 f All entrants must comply with the supplemental regulations published and included in you event packet, event entry form, event schedule and/or as announced during the driver's meeting(s) by PBOC event officials. Violation of supplemental regulations will be treated the same as violation of the GCRS.

20.0 g *PBOC Motorsports Club Inc. reserves the exclusive right to refuse entry to any event to any member or non-member with or without cause and such refusal shall be final and not subject to review or appeal.*

EXHIBITION CARS

21.0 Any car that does not fit into a proper competition class in PBOC will be classed **RE**.

EXHIBITION RACES

22.0 The Officers and Board of Directors can schedule a Non Points Exhibition Race at any time during the year. This will usually be done to try a new format, procedure or possibly to test new timing, scoring or safety equipment. Exhibition Events will be posted to the web site as early as possible.

FIRE EXTINGUISHER

23.0 Fire extinguishers rated 10BC or better are mandatory for all Race events. Fire extinguishers rated 5BC or better are mandatory for all Super Solo Group events. All extinguishers must have a gauge that is visible to tech personal showing their status. It is recommended fire extinguishers be either replaced, or at least serviced, annually. All fire extinguishers (except fixed in place fire systems) must be firmly and safely attached within the passenger compartment by metal attachment brackets within convenient reach of the driver in seated and restrained position. On board, fixed in place fire systems are recommended for racing participants.

FLAGS (All drivers must fully understand and adhere to the following flags)

24.0 a Yellow: Stationary Yellow Flag means reduce speed enough to respond to unusual hazard(s). Waving Yellow Flag means the course may be blocked ahead, be prepared to stop, however, do not stop unless necessary and always be aware of vehicles close around you. There is ABSOLUTLY NO PASSING at, or between, Yellow Flags.

24.0 b Double Yellow: Double Yellow flag means there is a full course yellow and the Pace Car may be coming out. Prepare to slow down and fall in line behind the Pace Car and follow the Pace Car driver's instructions-hand signals cars are required to close up on the pack as quickly and safely as possible.

24.0 c Red / Yellow Stripes: This flag warns of debris, fluids and/or any changing track conditions requiring caution and reduced speed. After 2 laps, this flag may be removed and any debris will be considered part of the track.

24.0 d Red: Red Flag indicates an emergency situation. Look in mirror, pull safely to track side, stay on the track surface and stop completely within site of a corner worker station if possible. Remain stopped until instructed otherwise.

24.0 e Blue with Yellow Diagonal Stripe: This is "the Passing Flag" warning of potentially faster cars behind you. Look in mirror(s) do not block and allow faster car(s) to safely pass in designated areas.

24.0 f Black Furled or closed: The officials are informing you that you are doing something improper. You **DO NOT** need to come into the pits

24.0 g Black open & your car number: You have been identified as having made an infraction. Using the designated track exit, proceed to the Black Flag Station. Remember good sportsmanship is required at all times.

24.0 h Black open & flag displayed at all stations all: This session has been halted. All cars must slow down and proceed to the hot pits. Under race conditions only, cars must stay in single file line and no crew members may touch the car. **A yellow flag may be displayed during a black flag all**

24.0 i Black with Red Dot: Your vehicle reportedly has a mechanical problem. Proceed to the Black Flag Station with extreme caution

24.0 j White: The White Flag warns of a service vehicle or slow moving vehicle on course. Proceed with caution. Passing is allowed. The white flag will be displayed at all flag stations on the first lap of the first session every day to identify flag station locations.

24.0 k Checkered: The Checkered Flag announces you have completed your final lap. The race or session is over, follow the car in front of you and proceed to the pits using the designated track exit.

24.0 L Green: The Green flag means the session is underway, the entire course is open and clear.

FUEL

26.0 a All cars must use gasoline or diesel. However, commonly available commercial octane boosters shall be allowed. No nitrogen or oxygen bearing fuels or additives shall be allowed. No Nitrous injection is allowed.

26.0 b PBOC will calculate fuel weight at 6 pounds per gallon.

GRID CONTROL

27.0 a The Safety Director or his designee will assign a Grid Marshall to check vehicles before they enter the track for the applicable tech sticker, competition licenses and proper apparel. Grid Marshall should be in contact with the Chief Steward at all times.

27.0 b Race Grid will open about 20 minutes prior to the race. Anyone showing up after the "5 minute" warning will forfeit their position and start in the back of the grid. Participants shall obey all directions of the Grid personal. Failure to do so will result in the entrant forfeiting their position and starting in the back of the grid.

HAND SIGNALS (The following hand signals must be performed as follows)

28.0 a When exiting the course (going into the pits), driver must signal by raising left arm out the window and up.

28.0 b In Drivers Education Sessions, drivers being overtaken must point to the appropriate side on which the overtaking driver must pass. One point per car. Passing only in designated passing zones only.

28.0 c The driver of a stalled or spun vehicle must raise one hand to indicate they will not move until instructed by a course worker, or, if no course worker is visible, until the course is clear and it is safe to proceed.

28.0 d In the Race group, in the event of a non start/wave off the driver must signal by raising right arm up and motion from side to side in plane view of driver behind. The clock will start and the lap will count.

HELMETS

29.0 a For all Driver Education participants a Snell Foundation approved SA2005, SM2005, SA2010, SM2010 or SAH2010 Helmet with official Snell Certification Sticker or a FIA 8860-2004 / SFI 31.1A / SFI 31.2A Helmet is required. Closed face highly recommended.

29.0 b For all Super Solo Group Driver Education participants a Snell Foundation approved SA2005, SA2010, or SAH2010 Helmet with official Snell Certification Sticker or a FIA 8860-2004 / SFI 31.1A / SFI 31.2A Helmet are required. Closed face highly recommended.

29.0 c For all PBOC Race Series participants a Snell Foundation approved SA2005, SA2010, or SAH2010 Helmet with official Snell Certification Sticker or a FIA 8860-2004 / SFI 31.1A / SFI 31.2A Helmet is required. Drivers name must be on the left side of helmet. Closed face highly recommended.

29.0 d Hans device is mandatory for all race classes.

IMPOUND

30.0 Any car involved in any contact or incident must immediately after leaving the track report to impound and the ATIC Committee. Failure to go to impound or report an incident will result in a 13/13

INSPECTION

31.0 All cars must be available, unchanged, for 15 minutes following the completion of Races. A car found to be illegally represented shall be disqualified and lose all Cup points for the entire weekend. All cars are subject to inspection by the Competition Director and/or Competition Committee at any time during an event.

LICENSING

32.0 a PBOC Racing has been designed to be safe, fun and competitive. Good sportsmanship, honesty, and a sense of fair play shall be the standard by which all participants and officials are expected to conduct themselves. All privileges to participate in PBOC Racing must be earned by satisfying these requirements while adhering to all provisions of these GCRS.

32.0 b All participants must be a current PBOC member in good standing (except non- member license per 32.0 g below) with annual membership and license fees paid in full. We accept SCCA, HSR, FIA, PCA, BMWCCA., SVRA, NASA, NARRA competition licenses as qualifications for a PBOC License, **PBOC reserves the exclusive right to refuse Licensing to any person or cancel a License with or without cause or notice, and such refusal and/or cancellation shall be final and not subject to review or appeal.**

32.0 c All Race entrants must hold a valid PBOC, Competition license. This license must be displayed at registration.

32.0 d PBOC must be at least 16 years of age. 16 years old with parental release.

32.0 e Must hold a valid driver's license from state of residency. Any entrant without a current valid driver license may petition the Board of Directors for an exception to this requirement.

32.0 f

32.0 g A non-PBOC member Competition Permit for out of state Race entrants may be obtained from the Chief Steward on an event by event basis. A reduced license fee may apply.

32.0 h It will be the responsibility of the member entrant to see that the completion of the licensing requirements, as noted herein, are certified on the member's Competition License by the signature of the Race Steward, Race Director or Competition Director.

32.0 i In order to maintain a valid PBOC Competition License, the member comply with all of the GCRS licensing provisions.

32.0 j Waiver of any or all, in whole or in part, of these licensing requirements shall be at the sole discretion of the Race Steward, Race Director or Competition Director.

32.0 k Any driver may be required to return to the lecture or on-course phase of licensing at the discretion of the Race Steward, Race Director or Competition Director.

32.0 L A Competition License may be suspended or revoked by the Race Steward, Race Director or Competition Director. If in their judgment the license holder conducts himself in an unsafe or hazardous manner, or for other good cause.

32.0 m Competition License suspension or revocation may be appealed to the Board of Directors, in writing, within 15 days of suspension or revocation. The Board's decision shall be final.

32.0 n The issuance of a Racing License will be at the sole and exclusive discretion of Race Steward, Race Director or Competition Director and such decision shall be final and not subject to review or appeal.

32.0 o All Licenses issued to members signed off from the Driving School program will display a Rookie X of 4in min. in contrasting color on the rear of there car for a minimum of four race weekends

32.0 p Drivers with appropriate racing experience may apply for a provisional Race License, if they hold a current competition license from a recognized road racing sanctioning organization, including, but not limited to PCA, BMWCCA, HSR, SVRA, NASA, SCCA, FIA or NARRA. Issuance of a provisional Race License shall be at the sole and exclusive discretion of the Race Steward, Race Director or Competition Director and such decision shall be final and not subject to review or appeal.

32.0 q Members with a Completion Certificate from an accredited Racing School program will display a Rookie X of 4in min. in contrasting color on the rear of there car for a minimum of four race weekends.

32.0 r All information submitted shall be investigated to confirm legitimacy and accuracy by PBOC. Submittal of false information may result in suspension of all driving privileges and possibly further action by the PBOC Board of Directors.

LIGHTS

33.0 a All external lights and reflectors, other than stop/brake lights, must be taped over and taped securely to the body for Racing.

33.0 b Any Race that has listed as part of the Race, **NIGHT DRIVING** must have factory headlights and rear parking lights in working order or supplemental lights approved by the Competition Director or Safety Director.

MEMBERSHIP

35.0 a PBOC Driver Education Schools have been designed to be safe and fun. Good sportsmanship, honesty, and a sense of fair play shall be the standard by which all participants and officials are expected to conduct themselves. All privileges to participate in PBOC Driver Education Schools must be earned by satisfying these requirements while adhering to all provisions of these GCRS.

35.0 b All participants must be a current PBOC member in good standing (except first time attending guest) with annual membership fees paid in full. **PBOC reserves the exclusive right to refuse membership to any person or cancel a membership with or without cause or notice, and such refusal and/or cancellation shall be final and not subject to review or appeal.**

35.0 c Must be at least 16 years of age with parental approval.

35.0 d Must hold a valid driver's license from state of residency. Any entrant without a current valid driver license may petition the Board of Directors for an exception to this requirement.

35.0 e Waiver of any or all, in whole or in part, of these licensing requirements shall be at the sole discretion of the PBOC Board of Directors.

35.0 f Any Driver Education School entrant may be required to return to the Student Classroom at the discretion of the Safety Director or Chief Instructor,

35.0 g Any Driver Education School entrant may be put on probation or suspended by the Competition Director, Safety Director or Chief Instructor, if in their judgment the Driver conducts himself / herself in an unsafe or hazardous manner, or for other good cause.

35.0 h Probation or suspension may be appealed to the Board of Directors, in writing, within 15 days of probation or suspension. The Board's decision shall be final.

35.0 i All information submitted shall be investigated to confirm legitimacy and accuracy by PBOC. Submittal of false information may result in suspension of all driving privileges and possibly further action by the PBOC Board of Directors.

MODIFICATIONS

36.0 a Any modification not expressly permitted in these rules is not allowed in Stock, Improved, or Production classes.

36.0 b All Stock, Improved and Production class cars must have all stock street equipment as delivered, except for those changes allowed by these GCRS.

36.0 c Any OEM current, updated, or back dated exterior mirrors are allowed. **LEFT & RIGHT** exterior mirrors not smaller than the original OEM mirror are mandatory. Mirror mounting position may be changed, but must remain within 6" of the original location on the exterior of the body. The OEM interior mirror may be replaced by a mirror of any design as long as it is not smaller than the original OEM mirror changed and must remain in the original location. Additional mirrors may be added, both interior and exterior.

36.0 d All cars are subject to further scrutiny at any time and may be reclassified by the Competition Director or his designee.

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

PASSENGERS

37.0 No passengers are allowed in ANY Super Solo Session, Race session or Race. Anyone wishing to go as a Passenger in a Drivers Education session with an instructor may get permission from registration and must have signed a waiver and wear an appropriate wrist band. **The minimum penalty for any car found on track with a passenger without permission from registration shall be a full 13/13 and instant removal from the event.**

PASSING AREAS (Drivers Ed.)

38.0 The Chief Steward shall designate all passing areas at the morning Drivers meeting and ensure their locations are effectively communicated to all drivers.

PASSING RESPONSIBILITY

39.0 a **NO ONE IN PBOC OWNS THE TRACK**

39.0 b **NO ONE IN PBOC OWNS THE TURN**

39.0 c **NO ONE IN PBOC OWNS THE LINE**

39.0 d **BLOCKING IS NOT ALLOWED IN PBOC**

39.0 e In PBOC Racing, one line change is allowed when appropriate to defend position, however, multiple line changes, weaving and other forms of deliberate blocking are not allowed and shall result in black flag or one lap penalty

39.0 f The responsibility to pass safely in a turn rests with both drivers.

39.0 g The passing driver must realize that he has an advantage over the lead driver. The passing driver has a better view of the car in the lead, than the driver in the lead car has of the passing car.

39.0 h The driver of the car in the lead has an obligation to remain as aware, as possible, of passing vehicles and conduct himself in a safe and sportsman like manner.

39.0 i If a defensive line is to be used, it must be established well in advance of the approaching car.

39.0 j On a straightaway, the overtaken driver shall remain aware of all passing vehicles and shall not attempt to block or impede the progress of passing car(s).

39.0 k If a car establishes position (equal side by side) with another car, before the "turn in point", then the cars share the corner. They coexist and give racing room to each other.

39.0 L If a car establishes a partial side position (less than nose to nose) with another car before the "turn in point", then the lead driver will leave enough room for the other car to safely get thru the corner. Most corners and most situations allow for coexistence when the overtaking car has established reasonable, but not complete position.

39.0 m However, the overtaking driver is responsible to know which corners and which situations are reasonable for coexistence and which are not. The overtaking driver must be cautious and understand the potential risk of the driver in the lead not seeing him.

39.0 n Coming into a turn the overtaking driver must realize if he does not have any part of his car along side the lead car and he can not complete a safe pass he needs to be ready to "back out" if necessary to avoid contact.

39.0 o If a slower car is being lapped or passed by faster traffic, it is courteous for the driver in the slower car to point the faster cars by and stay on the race line and must give racing room in the corners. The overtaking driver must be cautious and understand the potential risk of the slower driver not seeing him or misjudging the speed differential.

39.0 p Passing under a Yellow flag shall be a one lap penalty. Passing under a Yellow flag at an incident shall have a greater penalty than above.

PIT STOPS

40.0 a Non pit stop races will be no longer than 50 minutes including pace laps due to fueling requirements of many of the cars.

40.0 b There must be at least one 5 minute pit stop (**wheels stopped**) for every 90 minutes of track time, not including pace laps for all races of up to 2 hours. The Competition Committee shall decide the number of pit stops for all races over 90 minutes.

40.0 c The Winterfest 6 hour night race has no mandatory number of pit stops.

PROTEST (Racing Related)

41.0 a Every racing related protest shall be submitted in writing along with a \$250.00 cash non refundable protest fee to the Competition Director, Race Director, Chief Instructor or Safety Director or designee, specifying which rule(s) of the GCRS is claimed to have been violated, dated and signed by the protester. Each protest must include the number and class of the car or entrant being protested and (or when not otherwise possible or relevant) the name of the entrant.

41.0 b Any race car(s) protested must remain unchanged until the protest has been decided or until the Competition Director, Race Director, Chief Instructor or Safety Director or designee(s) has given clearance.

41.0 c The right to protest a racing related event shall rest with the Competition Director, Race Director, Chief Instructor or Safety Director or designee(s), an entrant, or driver taking part in the competition in question. Each alone may protest a decision, act, or omission by the organizers, an official, car, entrant, driver, or other person connected with the competition, which is considered to be in violation of the GCRS except that they shall have no right to protest against a refusal of entry.

41.0 d Racing related protests shall be reviewed as soon as practical by the Competition Committee. The Competition Director, Race Director, Chief Instructor or Safety Director, can decide a protest from an informal meeting with the consent of both the protesting and protested parties. Any party may request a formal hearing of a racing related event. All parties concerned shall be given adequate notice of the time and location of the formal hearing. They shall be entitled to call witnesses, but shall state their cases in person, unless approved by the Competition Committee then by a conference call. In their absence, judgment may be by default. If a judgment cannot be given immediately after the hearing, all parties shall be informed of the time and the method by which the decision will be conveyed.

41.0 e Entrants or drivers taking part in an event may protest in writing an automobile in the same class as not conforming to the GCRS. They may request that the automobile be disassembled, inspected, or any other test be made, provided that they post a cash bond of a minimum \$3,500.00 with the Competition Committee until an estimate of actual cost to cover the total expense of disassembly, inspection and reassembly can be determined at which time the balance if any is due. The Competition Committee will determine the amount of the bond. If the protest demands an inspection or disassembly that can not be performed immediately at the track, then the car will be impounded until the inspection can be performed. PBOC shall not be responsible, or liable, for any damages or losses incurred or arising out of inspections. If the vehicle is found to be in compliance with the GCRS the protestor shall forfeit the bond payment used to cover the associated costs. If the vehicle is found not compliant with the GCRS the protestor's bond shall be returned and the protested entrant will become responsible for covering the designated bond, resulting in disqualification from the event, possible loss of accumulated competition points and any additional penalties or disciplinary action deemed appropriate by the Competition Committee. Failure of an entrant or driver to allow inspection under the foregoing terms shall result in immediate disqualification and will result in the loss of accumulated points and other penalties deemed appropriate by the Competition Committee.

41.0 f Protests against racing related actions taken by Club Officials must be submitted to the Board of Directors.

41.0 g All parties concerned shall be bound by the decision given, subject only to appeal as provided in section **41.0 h**

41.0 h Appeals of actions taken by Club Officials or rulings of the Competition Committee involving racing related events must be submitted in writing and must be received by a PBOC Board Member within ten days of the action. Appeals will be answered within ninety days.

PROTEST TIME LIMIT (Racing Related protests must be received within the following time limits)

42.0 a Against vehicle: Within 30 minutes following completion of time runs for the respective class.

42.0 b Against mistake or irregularity in timed runs: Within 30 minutes following completion of timed runs.

42.0 c Against event results: Within 30 minutes of posting of official results.

PROTEST or APPEAL (Racing Related - Protest in Bad Faith)

43.0 If the author of a racing related event protest or appeal has acted in bad faith or in a vexatious manner, they shall be deemed guilty of unsportsmanlike conducts and will be penalized as deemed appropriate by the Competition Committee.

QUALIFYING

44.0 In a multiple driver car the driver who qualifies the car must start the race. When the previous race finish position is used as qualifying once again the original driver who qualified the car must start the race. If any other driver starts the race, then the car must start from the back of the complete grid. All cars that did not qualify for the race that are starting from the back will grid in a first come first serve order.

RACE CLASS

45.0 a No passengers are allowed in the Racing group

45.0 b Before each Racing season begins, all entrants who wish to Race in the PBOC Race series must submit a completed car classification rating sheet to the Competition Director. At the first event you attend you will meet with the Competition Director and go over your classification sheet and be assigned your PBOC Race class. Any changes executed afterwards must be noted on a new classification sheet and submitted to the Competition Director 1 week prior to the start next event entered. Failure to comply may be grounds for disqualification or loss of points.

45.0 c All Race cars that have not run with PBOC in the current calendar year will be classified at the track only during the next event they attend.

45.0 d Class designation letters and numbers for your car will be given to you at track by the Competition Director.

RESTRAINT SYSTEMS (See 50.0 f to 50.0 j)

ROLL BAR / ROLL CAGE (Race Group)

46.0 In PBOC Racing, approved roll bars are mandatory in all Race Classes and roll cages are strongly recommended. Approved roll cages are mandatory for convertibles, Targas, T-Top and Z Class cars. ALL roll bars and roll cages must conform to **Appendix D** specifications.

SAFETY (General)

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

47.0 b All loose objects, tools, removable floor mats, etc. must be removed from all interior and trunk spaces.

47.0 c Both driver and passenger doors must remain unlocked.

47.0 d No fuel system components, including fuel lines, shall be exposed to the driver's compartment. All fuel system components must be behind a completely sealed metal firewall. All high-pressure lines shall have appropriate fittings. No oil sumps or oil containers of any kind are allowed in driver's compartment without prior written approval of the Competition Director. Current licensed and log book SCCA Race Cars: All fuel and oil lines, including gauge and vent lines, that pass into or through the driver / passenger compartment or bulkhead shall be of steel tube or metal braided hose.

SAFETY DIRECTOR

49.0 The Officers and Board of Directors shall appoint the Safety Director. The Safety Director or his/her designee shall randomly pick two Racers at each event to serve on the At Track Incident Committee. The Safety Director, or his/her designee, must be present at all events to ensure that they are conducted in accordance with the GCRS.

SAFETY REQUIREMENTS (Race & Super Solo Groups)

50.0 a All batteries must be secured with an insulated metal strap over the top of the battery traversing the entire length or width to secure the battery from any movement with sufficient strength to retain the battery in position during a crash or rollover. This strap must be securely bolted to the chassis. The positive post and connector shall be completely covered with insulating material of sufficient strength to prevent contact with a grounding source.

- 50.0 b** All vehicles in racing events must have an electrical cut-off switch in compliance with **Appendix E**.
- 50.0 c** All cockpit mounted accessories and equipment shall be mounted securely and padded as necessary to prevent injury during a crash. Driver's side floor mat must be removed.
- 50.0 d** All oil lines on the pressure side of the oil pump(s) must be connected via thread-on connections equal to or better than the factory -- slip on oil lines to and from coolers are not acceptable.
- 50.0 e** An approved fuel cell is mandatory for all cars competing in **Race Classes RT, R0, R1, R1S & R2**. *Exceptions*; Factory purpose built race cars with fuel tanks protected by a metal bulkhead (*example*: 996 Cup Car) or Production based **J, K, L, M, N, and P Class** Cars with fuel tanks behind front towers or in front of rear towers.
- 50.0 f** Racing events require driver to have approved 3" competition lap belts, minimum 2" shoulder harness with a Hans Device and minimum one 2" antisubmarine strap. Not mounted to the seat or it's rails (Exception is a Boxster, Boxster S, 996, GT2, or GT3 with Porsche Factory GT3 seat with Porsche Factory Race harness).
- 50.0 g** Restraint systems found to be questionable in condition, design, material, mounting and/or in any way deemed unsafe will be disallowed.
- 50.0 h** Material of all restraints (stock or otherwise) must be in good condition. Restraint system webbing used in racing events must be date labeled and replaced every 5 years.
- 50.0 i** Hardware should meet or exceed the strength of standard DOT or SAE approved type (i.e. forged eye bolts with 7/16" SAE threads).
- 50.0 j** Harnesses must be mounted to either the chassis, backed by large diameter washers, to the roll bar or cage, but not to the seat or seat rail. No more than one strap can be mounted to the same mounting bolt. (Exception is a Boxster, Boxster S, Cayman, Cayman S, 996, GT2, GT3 or 996 with Porsche Factory GT3 seat with Factory Race harness be attached to seat).
- 50.0 k** All high back seats where the headrest is an integral part of the seat must be equipped with "H" style shoulder harnesses. Shoulder harness mounting that depends on the seat back either for position or for support will not be allowed. The shoulder harness straps must remain on the shoulders in all situations. A "sternum strap" or similar design is not acceptable. The angle of the shoulder going back from the driver's shoulders cannot exceed 30 degrees below the horizontal plane of the shoulders. Seats with sides that otherwise prevent substantial contact of the lap belt with occupant must have slots to allow sufficient contact and restraint. Modifications to or replacement of seat(s) may be necessary to meet these requirements. Seats manufactured with harness slots are highly recommended.
- 50.0 L** Lap belts should be mounted so as to approximately bisect the angle between the thigh and the spine as viewed from the side.
- 50.0 m** Anti-submarine straps should be mounted such that they will not allow upward vertical movement of the lap belts due to any crushing of the front seat cushion in any situation.
- 50.0 m** All replacement seats must be of equivalent or greater strength than the originals they replace. Low-back seats must have an approved head restraint or structure behind the driver's and passenger's heads.
- 50.0 n** All vehicles in racing events must adhere to the window net specifications of **Appendix F**.

TECH INSPECTION (Race Cars)

- 51.0 a** The Competition Director will perform the annual vehicle technical inspection.
- 51.0 b** The Board of Directors must approve official technical inspection stations.

51.0 c The Annual Race Tech must be done at the first event you attend each year or at a place designated by the Competition Director.

51.0 e. PBOC race cars that have passed annual tech will receive a roll bar annual tech sticker.

TECH INSPECTION (Super Solo)

52.0 a The Board of Directors shall select a Super Solo Director and he will handle the details and physical procedures of Super Solo vehicle technical inspection.

52.0 b The Annual Super Solo Tech must be done at the first event you attend each year or at a place designated by the Super Solo Director.

52.0 c A PBOC authorized Passport Book is to be completed during inspection, signed by the authorized inspector and stamped with an official PBOC stamp only.

52.0 d PBOC Super Solo cars that have passed the annual tech and have been issued a Passport will receive a roll bar annual Tech sticker

TECH INSPECTION (Driver Education School)

53.0 a Technical inspection should be completed by qualified repair facilities.

53.0 b A PBOC authorized form is to be completed during inspection, signed by the inspector and given to the registrar at final registration. Tech Inspection is mandatory for all Driver School vehicles at all events.

TIMING & SCORING

54.0 a PBOC Race timing results should be posted by group and session for all participants to view as soon as possible. Times or positions will not be considered official until published on the PBOC web site. At the completion of the event, the official times must be given to the Competition Director, Chief Instructor and Registrar.

54.0 b All vehicles competing in PBOC Racing must use the AMB X260 Transponder. The transponder mounting position is open, however the transponder should be mounted as close to the ground as possible with a clear line of site to the track surface.

54.0 c It is your responsibility to check and see if Timing & Scoring is picking up a signal from your transponder.

54.0 d Any discrepancy in position, points, class or driver must be handled within 30 minutes of final results posting.

TIRES

55.0 All tires, other than race tires, must be DOT approved. The speed rating must be equal to, or greater than, the speed potential of the vehicle. All tires must be available to the public through retail tire outlet stores. No visible cord is allowed and tread depth must not be below minimum allowable manufacturer's specification. The fender must cover all parts of the tires, which normally contact the road when measured from a vertical drop from the fender edge through the centerline of the wheel.

TROPHIES (See 2.0 thru 3.0)

VEHICLE ELIGIBILITY

57.0 a PBOC Racing, Driver Education and Super Solo groups are open to most makes of cars.

57.0 b No open wheel cars are allowed in the Driver Education or Super Solo groups.

57.0 c An Open wheeled car may apply to the Race Director, Competition Director or Chief Instructor for a two race weekend waiver to run in the PBOC Race group. **PBOC reserves the exclusive right to refuse any open car with or without cause or notice and such refusal shall be final and not subject to review or appeal.**

57.0 d All PBOC race group cars, chassis and engine must be from the same manufacture on all cars except Prototype and Factory delivered cars. Any cars not meeting requirement is subject to approval of the Competition Director

57.0 e Only BMW Z3, Z4, E46 non hardtop convertibles and Porsche Boxster, 996 and 997 cabriolets are allowed in the Driver Education group. Adequate roll over protection for other marques of cars with approval by the competition director. Driver and passenger must wear arm restraints if the top is down.

WAIVER

58.0 a No one can be a spectator, drive, participate, crew, or be a passenger without executing a release and indemnity agreement adopted and approved by the PBOC Motorsports Club Inc. and the host event facility.

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

WHEELS

59.0 a Wheel nuts or bolts must fully engage the threads on the stud, or hub, for a length at least equal to the outside diameter of the stud or bolt. Steel lug nuts are required for Racing events and recommended for all others.

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

59.0 c Hubcaps and wheel center caps must be removed.

WINDOWS / GLASS

60.0 a All Driving School and Race vehicles must have both driver and passenger solid glass, lexan or Plexiglas door windows removed or in the down position at all times while on course. Exhibition Class and Original Factory built race cars supplied from the factory with lexan door windows can apply for an exemption.

60.0 b All vehicles except in V and Z classes must use DOT approved window glass in all windows.

60.0 c Polycarbonate (Lexan) windshields must be a minimum .25 inches thick. All Lexan windshields and rear windows must be retained sufficiently by straps and/or clips to prevent “blowout”. Acrylic (Plexiglas) windshields are not acceptable.

WORKER CHAIRPERSON

61.0 The PBOC Board of Directors shall select an approved Worker Chairperson for our events.

13/13 RULES AND REGULATIONS

62.0 All PBOC events are to be run in a safe and organized manner. However, incidents can and do happen which are beyond anyone’s control. For this reason, it is necessary to investigate the circumstances of anything that may occur and determine fault, if any. The Competition Director or Safety Director will chose three Racers to assist the Safety Director in handling this function. This group shall be called the **At Track Incident Committee (ATIC)**. In the interest of the sport and all its participants, action will be taken against those who cause damage because of driving errors. The method chosen is the 13/13 rule is. If involved in an incident that causes damage to someone’s car or surrounding property and you are deemed at fault, as determined by **ATIC**, you will be placed on 13/13 Probation. You may be withdrawn from the event, you may not receive any participation or PBOC Race points for the event, you may not be allowed to participate in the next PBOC points event and your incident will be on your record for the next thirteen (13) months. If at any time more than one 13/13 incident is on your record concurrently your PBOC driving privileges will be suspended. Your driving privileges may only be reinstated when the incident count drops to one or less. Dangerous driving, unsportsmanlike conduct or an incident that damages only your own car may, at the discretion of **ATIC**, may be cause for disqualification and imposing a 13/13 penalty. In case of an incident, **ATIC** will meet ASAP before the conclusion of the event to hear the evidence from any parties involved in the incident and to determine if the 13/13 rule is to be enforced. All relevant reports are to be gathered from corner workers and any other witnesses. The Chief of Tech, or other qualified individual appointed by the Competition Director, or designee, shall examine All cars involved and report on any damage and/or mechanical failure that may have caused the incident. **ATIC** will then meet in private and make whatever determination is necessary informing all involved parties of their decision. All decisions will be by majority vote, before the 13/13 rule is imposed. Determining fault is the most difficult of the elements and the following will be considered. Track conditions (i.e. debris, water, oil or other substance) which may have contributed to the incident. If a mechanical failure occurred, was it a matter of chance that contact occurred? Should the mechanical deficiency have been found at inspection or preparation? Drivers can become, without fault, involved in someone else’s incident. The 13/13 rule may not be imposed on anyone who could not prevent being involved or who is without fault in an incident. A “that’s racing” type of incident usually involves overtaking in which it is often difficult to determine if the overtaking driver “had the line” or not. Was the passing flag given? Should the overtaken driver have seen the other car? Were the drivers racing for position? What were the relative speeds? Members appealing a 13/13 may do so per Section **1.0 & 4.1 A thru 4.3. If the Board of Directors hears the appeal** and the 13/13 ruling upheld, then the start date for the 13/13 will be the date of the hearing. Recipients of a 13/13 Probation or Suspension are not allowed to delay the requirement of missing the next event during an appeal process.

PRODUCTION

64.0 PBOC minimum allowable weight based on stock weight less 100 lbs and less an additional 45 lbs. for the spare tire and complete tool kit, but with full "factory installed" fuel tank. Any vehicles not listed require written Competition Committee ruling on correct weight.

ALLOWED MODIFICATIONS

65.0 After you have picked your starting point from the STOCK CLASS LIST, here are the avenues that will help you classify your car as you make performance modifications. The modifications listed below in the Class Menus and are the only modifications that may be made and still remain in the class for which the modification is listed. Additionally, each Production and V class category addresses known modifications that are acceptable, but are deemed a performance advantage. The accumulation of performance points from these improvements will determine in which class a car can compete.

STOCK/IMPROVED

66.0 PBOC Stock class weight based on stock factory DIN weight specifications with full factory installed fuel tank, spare tire and complete tool kit. European DIN weight specification does not include USA import requirements (Door Beams, Catalytic, Bumper Shocks and Emissions Equipment). An additional weight of 20kg/44lb has been added to the related cars. Horsepower figures are listed in "DIN HP" from 1965-1971 and in "SAE Net HP" from 1972 to present. Horsepower figures for ROW cars are listed in DIN HP.

STOCK CLASS

67.0 a All items listed below, except as noted, are accepted for Stock and do not carry any performance point assessment. Any modification not expressly identified herein is not allowed.

67.0 b Comfort and convenience modifications that have no effect towards improving performance such as factory or after market steel framed seats, radios, type of instruments, etc.

67.0 c USA VIN cars must use USA specifications replacement parts only unless specifically superseded by the Manufacturers Factory parts books. European VIN cars must use European specifications replacement parts only unless specifically superseded by the Manufacturers Factory parts books.

67.0 d Factory equipped air conditioning may not be removed. Belt may be removed. Cars that didn't come with factory air conditioning must weigh PBOC stock specification weight.

67.0 e Vehicles must weigh according to the PBOC stock specification weight, which includes full stock gas tank, spare tire, pump, jack and toolkit.

ENGINE

70.0 a Remove rain shields from engine compartment lids.

70.0 b Direct bolt-in replacement for the thermal reactors and catalytic converts are allowed.

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

70.0 d Addition of fender mounted coolers allowed.

70.0 e Mechanical or oil fed chain tensioners update allowed.

SUSPENSION AND CHASSIS

71.0 a Adjust suspension, except that the resulting adjustment must allow the lowest part of the center of the car to clear a four inch high block.

71.0 b Wheel diameter must be Factory Original Standard wheel (non optional wheel) or larger.

71.0 c Wheel widths as per **APPENDIX A**.

71.0 d Must run DOT tires. Tires must show no evidence of rubbing on any part of the car during the event and must conform to section **55.0**

71.0 e Adjustment, but not modification, of stock suspension components or chassis is permitted.

71.0 f Any make brake linings or pads. Remove brake dust shields.

BODY

72.0 a The Competition Director may approve any purely cosmetic modifications.

72.0 b Only Factory optional front and rear spoiler that could have been ordered from the Factory for a U.S. car (not Dealer installed) for model year allowed.

TRANSMISSION

73.0 a Five or Six speed transmission on cars where it was available as an option.

73.0 b Factory optional limited slip.

73.0 c Any short shifter is allowed.

IMPROVED CLASSES

74.0 a The Improved class allows more modification than Stock but not as to create a Production class car. Improved Class cars must have all major interior components in place (i.e. seats, dash, fixed carpet, head liner, door panels, and rear seat bases). Class structure for Improved is the same as that for Stock category. Any of the following modifications are allowed in Improved in addition to those allowed in the Stock Class Any modification not specifically listed herein is not allowed.

74.0 b Comfort and convenience modifications that have no effect towards improving performance such as type of seats, radios, instruments, etc.

ENGINE

74.0 c Addition or relocation of oil filter or oil cooler(s).

74.0 d Electric fuel pump.

74.0 e Use of any ignition system as long as the factory distributor for that type and year of car and engine is retained.

74.0 f Balance engine.

74.0 g Remove or modify air cleaner or install aftermarket filter.

74.0 h Aftermarket mufflers that are intended for street use and do not exceed 100 db measured at 50 feet, free field conditions, are allowed. Exhaust manifolds, plumbing, etc. may only be replaced with aftermarket equivalents of the same functional and performance characteristics.

74.0 i Change or modification of venturi, jets, or velocity stacks.

SUSPENSION

74.0 j Any anti-sway bar or camber compensator.

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

74.0 l Wheel widths same as Stock.

74.0 m DOT street tires, including "R" type, are approved only. The tires must not show evidence of any rubbing on any part of the car during the event and conform to all of section **5.5**. Non-competition street only purpose tires deemed inappropriate for racing applications will not be allowed in PBOC Racing events.

74.0 n Brake cooling ducts.

74.0 o Reinforced brake lines and/or any size factory master cylinder.

74.0 p Any stock or revalved OEM shock is allowed.

74.0 q Replacement of rubber suspension bushings with thermoplastic equivalents. However, all bushings must be identical to the replaced part in design and concept.

74.0 r Cross drilled or slotted rotors.

74.0 s Factory order option, USA Spec, sport suspension.

BODY

74.0 t Removal of rear seats.

74.0 u Decorative style mass-produced front spoiler subject to limitations of section **7.8 A**

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

74.0 w Factory ordered optional, stock leading edge rear wing, maintaining stock location of original leading edge wing.

PRODUCTION CLASSES

75.0 a The Production Class allows more modification than Improved but not as to create a V Class car. A Production car must have all major interior components in place (i.e. seats, dash, fixed carpet, headliner, door panels, and rear seat bases). Class structure for Production is the same for Stock category. Any of the following modifications may be made in addition to those allowed in the Improved and Stock classes as long as the accumulation of performance improvement points does not exceed thirteen. Written approval is required from Competition Director.

75.0 b Front spoiler/air dam must not exceed the leading edge of the bumper at the point of measurement and must not extend upward from the top edge of the stock bumper.

75.0 c Rear spoiler/wing must be a continuation of the body with no leading edge and must not block any vision to the rear or sides as viewed through the stock interior rear view mirror.

75.0 d Only spoilers, bumpers, valance panels, hood and deck lid may be of non-stock fiberglass or composite materials construction. Secure mounting and latches must be suitably heavy duty and subject to Competition Director approval. Fenders, flares, doors, roof and remaining chassis must remain factory stock material, form and function.

75.0 c Cars originally equipped with torsion bar suspension may not change to coil-over suspension.

75.0 d Any limited slip (factory or non-stock) differential.

“V” CLASSES

76.0 a There are six V classes structured as a continuation of progressed modifications to a production based Porsche street automobile. Once a Production class car exceeds 13 performance improvement points, or has any V class modifications, the class base points are added to the total Production Improvement points (or 13 points, whichever is greater) and then to the V Class improvement points to determine the total classification points and the resulting Competition Class. Any car exceeding 99 total points is deemed heavily modified and must compete in the “Z” classes. V class cars must have factory style dash. Windshield, side, quarter and rear windows must be in the stock location and in the factory molding/channel (**exception 17.8**). Removal of interior is allowed provided the car conforms to the spirit of the V Class, i.e. aesthetically pleasing. Passenger seat may be removed. V class cars must retain the stock tub from the front of the shock towers to the rear shock towers. The factory roof line “silhouette” for the model year must be stock (no chopped or laid back windshield). Doors, fenders, hood, bumpers and deck lids may be replaced with fiberglass or carbon fiber components. However, adequate steel impact protection for driver and fuel tank are required. While alternate materials may be used in the above mentioned body parts and windows, the Competition Director must inspect the installation and attachment method(s) for safety and approval. When in doubt, consult the Competition Director. Any of the following modifications may be made in addition to those allowed in the Production class as long as the total performance improvement points with the base points do not exceed 99 points. Any modification, not listed and deemed a performance advantage, may be assessed performance improvement points by the Competition Director. You must have prior written approval from the Competition Director for any modification, which is not listed. Vehicles may weigh up to 100 pounds less than their approved PBOC class weight per **Appendix A**. PBOC Class weight includes a full stock gas tank, spare tire, pump, jack and toolkit. Official weight figures are taken from the Factory technical specification service booklet and/or the factory shop manual for model and year. Cars taking weight points must receive point assessment from the Competition Director.

76.0 b Any aerodynamic modification NOT LISTED is not allowed. All body panel openings, directly located near a front or back wheel, shall be covered with a piece of Hardware Cloth/Wire Screen with openings no larger than ¼ inch. Chassis diffusers and or aerodynamic modifications to under carriage are not allowed.

76.0 c Modifying unibody to move suspension “pick-up points” is not allowed. Bolt on modifications that change pick up points are not allowed. Pick up points must be in stock location per VIN.

MODIFIED Z CLASSES

77.0 a Generally, most modifications will be allowed, although the Competition Director may disallow any modification for safety or other good reason. The Competition Director should be consulted for approval of any modifications not listed herein. All cars with performance improvement points and class base points combined of 100 or more will be classified in the Modified (Z) Class. In addition, 996 non-street legal factory race cars without modification will be classified in the Modified (Z) Classes as stated below. Updating by model type is allowed. Purpose built race cars utilizing composite materials as a main sub-frame and/or fully tube frame cars will move up one class and/or add weight, subject to a Competition Committee ruling of each car. These cars must have the stock wheelbase and stock factory silhouette.

77.0 b ZT All turbo or supercharged cars with 100 points or more.
Z1 Factory 996 Race cars (GT3R & GT3RS).

Z2 All normally aspirated cars with 100 points or more and engines larger than 3.2 liters. Additionally, all factory Spec. 996/GT3 Cup Cars.

Z3 All normally aspirated cars with 100 points or more and with engines 3.2 L & smaller.

77.0 c All **Z** cars must have an approved roll cage as a minimum. Open cars require an approved roll cage. A Convertible, Cabriolet, Removable Hard Top, Targa and T-Tops are considered open cars. Front bulkhead bracing between the shock towers and full cage are highly recommended for all Z Class cars.

77.0 d Center lock hubs must include safety latch outboard of wheel nut.

77.0 e All cars must be equipped with a metal firewall, capable of preventing the passage of flames, fumes and debris separating the driver's compartment from the engine compartment and the fuel tank compartment. Firewall must be constructed of steel and/or aluminum and must be in approximately the same location as the original, and must extend completely from outer body skin to outer body skin. Metal ducts may penetrate the firewall but must begin and end outside of the driver compartment. In rear or mid-engine vehicles that have been modified by removing interior sheet metal, thereby exposing the engine and running gear, there shall be a steel and/or aluminum horizontal bulkhead extending the full width of the car, and extending from the driver/passenger vertical bulkhead to the rear of the car, covering the engine transmission, running gear, coolers, ducting, etc., so that when viewed from above these items are covered by the bulkhead and are not visible.

77.0 d An Approved Fuel Cell is Mandatory for all cars competing in Race Classes RT, RO, R1, & R2. *Exceptions;* Factory purpose built Race Cars with Fuel Tanks protected by a metal bulkhead (*example:* 996 Cup Car) or Production Based J, K, L, M, N & P Class Cars with Fuel Tanks behind front towers or in front of rear towers. Fuel cells are highly recommended for all vehicles competing in the Cup Racing Series and may be made mandatory on a case by case basis at the discretion of the Competition Committee.

CAR CLASSIFICATION BASE POINTS

78.0 a The **Base Points** for cars are established by using the VIN number of the original chassis.

Class A	0 Points
Class B	4 Points
Class C	12 Points
Class D	16 Points
Class E	18 Points
Class F	20 Points
Class G	28 Points
Class H	38 Points
Class I	44 Points
Class J	52 Points
Class K	58 Points
Class L	64 Points

78.0 b The **V Class** Performance improvement points + base points are as follows:

V5 1 to 37 points (4 cylinder, 2 valve per cylinder only)

V4 1 to 39 points

V3 40 to 51 points

V2 52 to 65 points

V1 66 to 82 points

V0 83 to 99 points

RACE CLASSES

79.0 c The **Race Car** classifications for the PBOC Racing series are a modified combination and grouping of the standard PBOC car classes. There are no stock or separate ladies classes. Race classes are as follows:

RE ---- EXHIBITION
 R0 ---- Z0
 R1 ---- Z1
 R1S – 997 Factory spec. Cup Car
 RS1 – Sports Racers
 R2 ---- Z2
 RS2 – Sports Racers
 R3 ---- VO, Z3
 RS3-- Sports Racers
 R4 ---- KP, V1
 R4R -- Pro Challenge
 RS4 -- Sports Racers
 R5 ---- JP, IP, KI, V2
 R5S – GP Thunder Roadsters
 R6 ---- HP, II, JI, V3
 R6R – Thunder Roadster & GP
 R7 ---- GP, HI, V4
 R8 ---- A, BI, BP, CI, CP, EI, EP, FI, FP, GI, V5
 R8R – Legends
 RSE30----E30 BMW cars
 RSE36----E36 BMW cars

There are no points or trophies awarded in Exhibition class which is for the driver who wants to enjoy the opportunity to run their car but does not want to interfere with other's efforts to compete for trophies and/or class championship. In addition, all factory purpose built race cars with tubular or composite monocoque chassis', e.g., GT1, 962, 917, 936 spyder, 910, 908, will run in Exhibition Class.

APPENDIX A - COMPETITION CLASSES

80.0 a The following car classes are for PBOC cars manufactured for the USA with USA VIN numbers. Cars with European VIN numbers and other makes are accommodated, as fairly as possible, according to any performance differences. The Competition Director shall classify cars that are not listed on an individual basis.

80.0 b STOCK CLASSES: The stock class categories will allow a person the opportunity to compete with a car that is driven on the street and has a minimum of performance modifications. European or Rest of World Cars are designated below as (ROW).

	Year	Model	Weight	HP	Ratio Wt/HP	Wheels F/R	Fuel Tank Gallons
Class A	All	356				6/6	13.7
	65-69	912 (1.6) Carbs	2138	90	23.8	6/6	16.4
	70-75	914 (1.7 and 1.8)	2139	76	28.1	6/6	16.4
	76	912E	2258	86	26.3	6/6	16.4
	77	924	2623	95	27.5	6/6	16.4
Class B	73-76	914 (2.0)	2139	91	23.5	6/6	16.4
	77 ½-82	924 (2.0)	2623	115	22.8	6/6	16.4
Class C	65-68	911 (2.0) Carbs	2271	130	17.5	7/7	16.4
	68	911T (2.0) Carbs	2381	110	21.6	7/7	16.4
	68	911L (2.0) Carbs	2381	130	18.3	7/7	16.4
	69	911T (2.0) Carbs	2249	110	20.4	7/7	16.4
	69	911E (2.0) MFI	2249	140	16.1	7/7	16.4
	70-71	911T (2.2) Carbs	2249	125	18.0	7/7	16.4
	70-71	914-6	2174	110	19.8	7/7	16.4
	80-82	924 Turbo (931)	2779	154	18.0	7/7	22.2
	86-87	924S (2.5)	2734	143	19.1	7/7	16.4
	88	924S (2.5)	2734	158	17.3	7/7	16.4
	83-85	944 (2.5)	2778	143	19.4	7/8	17.4
	86-87	944 (2.5)	2778	143	19.4	7/8	21.1
	88	944 (2.5)	2844	158	18.0	7/8	21.1
	Class D	72-73	911T (2.4) MFI	2315	134	17.3	7/7
74-75		911 (2.7)	2425	143	17.0	7/7	21.1
89		944 (2.7)	2866	162	17.7	7/8	21.1
Class E	67-68	911S (2.0) Carbs	2271	160	14.2	7/7	16.4
	69	911S (2.0) MFI	2249	170	13.2	7/7	16.4
	70-71	911E (2.2) MFI	2249	155	14.5	7/7	16.4
	70-71	911S (2.2) MFI	2249	180	12.5	7/7	16.4
	72	911E (2.4) MFI	2370	157	15.1	7/7	16.4
	72	911S (2.4) MFI	2370	181	13.1	7/7	16.4
	73	911E (2.4) MFI	2370	157	15.1	7/7	22.4
	73	911S (2.4) MFI	2370	181	13.1	7/7	22.4
	74-75	911S (2.7) CIS	2425	167	14.5	7/7	21.1
	74-75	US Carrera 2.7 (CIS)*	2425	167	14.5	7/7	21.1
	76-77	911, 911S (2.7)	2469	157	15.7	7/7	21.1
	78-82	928 (4.5)	3351	220	15.2	7/8	22.7
	87-88	944S (4 valve, 2.7)	2822	188	15.0	7/8	21.1
	Class F	74-75	US Carrera 2.7 (CIS)*	2425	167	14.5	7/8
78-83		911SC	2601	172	16.0	7/8	21.1
78-79		911SC (ROW)	2601	172	16.0	7/8	21.1
83-84		928S (2 valve, 4.7)	3351	234	14.3	7/8	22.7

89-91	944 S2 (3.0)	2932	208	14.1	7/8	21.1	
Class G	76-77	3.0 Carrera (ROW)	2513	200	12.6	7/8	21.1
	80	911SC (ROW)	2601	188	13.8	7/8	21.1
	81-83	911SC (ROW)	2601	204	12.8	7/8	21.1
	84-86	3.2 911 Carrera	2756	200	13.8	7/8	22.4
	87-89	3.2 911 Carrera	2756	214	12.9	7/8	22.4
	84-89	3.2 911 Turbo Look	2866	214	13.4	7/9	22.4
	86-88	944 Turbo (2.5)	2899	217	13.4	7/8	21.1
	92-94	968 (3.0)	3086	236	13.1	7/8	19.6
	97-99	Boxster (2.5)	2756	201	13.7	7/8.5	15.3
	2000>	Boxster (2.7)	2778	217	12.8	7/8.5	16.9
Class H	73	2.7 Carrera RS (ROW)	2370	210	11.3	7/8	22.4
	74-75	2.7 Carrera (ROW)	2370	210	11.3	7/8	21.1
	74	3.0 Carrera RS (ROW)	2513	230	10.9	7/8	21.1
	75-77	911 Turbo (3.0)	2635	234	11.3	7/8	21.1
	84-89	3.2 911 Carrera (ROW)	2756	231	11.9	7/8	22.4
	80-86	928S (4.7, ROW)	3351	310	10.8	8/8	22.7
	85-86	928S (5.0)	3351	288	11.6	8/8	22.7
	87-91	928 S4 (5.0)	3505	316	11.1	8/9	22.7
	89-91	928 GT (5.0)	3505	326	10.8	8/9	22.7
	88 944	Turbo S (2.5)	2998	247	12.1	7/9	21.1
	89 944	Turbo (2.5)	2998	247	12.1	7/9	21.1
	88-89	Carrera Club Sport	2656	214	12.4	7/8	22.4
	90-94	Carrera 2	3031	247	12.3	7/9	20.3
	89-94	Carrera 4	3197	247	12.9	7/9	20.3
	92-93	American Roadster	3252	247	13.2	7/9	20.3
	93-94	911RSAmerica	2954	247	12.0	7/8	20.3
	2000>	Boxster S (3.2)	2855	250	11.4	7.5/9	16.9
	2005	Boxster (2.7)		240			
Class I	78-79	911 Turbo (3.3)	2855	253	11.3	7/9	21.1
	86-89	911 Turbo (3.3)	2943	282	10.4	7/9	22.4
	91-92	911 Turbo (3.3)	3274	315	10.4	7/9	20.3
	87-88	928 S4 Club Sport	3263	316	10.3	8/9	22.7
	92-95	928 GTS (5.4)	3593	350	10.3	8/9	22.7
	95	993 (3.6)	3064	270	11.3	7/9	19.4
	96-98	993 (3.6)	3064	282	10.9	7/9	19.4
	2005	Boxster S (3.2)		280			
Class J	94	911 Turbo (3.6)	3274	355	9.2	8/10	20.3
	95-97	993 Carrera RS 3.8 (ROW)	2945	300	9.8	8/10	20.2
	99-01	996 (3.4)	2910	300	9.7	8/10	16.9
	2002>	996 (3.6)	2966	320	9.3	8/10	16.9
	2005	997 (3.6)		325			
Class K	2005	997 Carrera S (3.8)		355			
Class L	96-97	993 Twin Turbo (3.6)	3307	400	8.3	8/10	19.4
	98	993 Turbo S (3.6)	3307	424	7.8	8/10	19.4
	2001>	996 Turbo (3.6)	3395	415	8.2	8/11	16.6
	2003>	911 GT3 (3.6)	3042	380	8.0	8.5/11	

80.0 c Any vehicle not listed above requires Classification, in writing, by the Competition Director.

APPENDIX B

90.0 VEHICLE CLASSIFICATION FOR PRODUCTION PERFORMANCE MODIFICATIONS POINTS

90.0 a Raised spindles, and/or modified suspension or chassis to increase camber	<u>1</u>
90.0 b Race tires (Slicks or non DOT tires).....	<u>6</u>
90.0 c Open exhaust / no muffler(s) / catalytic converter(s) / resonator(s).....	<u>1</u>
90.0 d Change of OEM Spring rate for Torsion Bars or Coil Springs (1 pt. per axle).....	<u>1 - 2</u>
90.0 e Non-stock rear wing, tail or spoiler (Must conform to 19.1B .).....	<u>1</u>
90.0 f Brakes; upgrade from any original caliper (1 point per axle).....	<u>1 - 2</u>
90.0 g Other than stock gearing:- Ring and pinion or gears	<u>3</u>
90.0 h Lighten flywheel and/or clutch assembly.....	<u>1</u>
90.0 i Change in valve springs and/or retainers.....	<u>1</u>
90.0 j Injection system mods: Change to any OEM DME control unit or replacement of DME chip with other than OEM (Turbo only)	<u>4</u>
90.0 k Headers.....	<u>2</u>
90.0 l Wheels: 1 point per any part of an inch, Front width, from _____" to _____"	___
per axle over Shock / improved (per section 18.2) Rear width, from _____" to _____"	___
90.0 m Through bulkhead bracing.....	<u>2</u>
90.0 n Vehicle may weigh up to 100 pounds less than PBOC Class weight per (Appendix A)	<u>0</u>
 TOTAL PRODUCTION POINTS (13 points maximum in Production)	___

APPENDIX C

95.0 VEHICLE CLASSIFICATION FOR V PERFORMANCE MODIFICATIONS POINTS

95.0 a Distributor; Twin plug.....	4
95.0 b Distributor; Crank fired	2
95.0 c Non-stock camshaft.....	4
95.0 d Any modification that increases the compression ratio from VIN.....	4
95.0 e Change intake or exhaust valve size, port shape, or dimensions.....	5
95.0 f Normal aspiration changes from VIN. Change to any of; CIS, DME, Carburetors or Mechanical injection (non-race).....	4
95.0 g Electronic Fuel Management (electronics only, no manifold changes).....	4
95.0 h Electronic, Mechanical Fuel Management (non-stock manifolds) (exclusion from 22.7).....	10
95.0 i Modifications or Change from OEM induction system: Intake runners, Throttle housings, Injection pump cams, Carburetor intake manifolds.....	4
95.0 j Increase in # of cylinders from VIN. 2 points per cylinder.....	_____
95.0 k Upgrade or aftermarket intercooler.....	8
95.0 l Use, or added, non-stock or aftermarket turbo charger or supercharger.....	15
95.0 m Engine displacement increase from VIN as advertised: - up through 250 (300cc for 4 cylinder only).....	4
- up through 500cc.....	8
- up through 750cc.....	13
- up through 1.0 liter.....	17
- up through 1.250 liter.....	21
- up through 1.500 liter.....	25
- up through 1.750 liter.....	29
95.0 n Brakes (additive including section 20.9) -Any Caliper change from VIN	2
-Any Rotor change from VIN.....	2
95.0 o Upgrade turbo.....	4
95.0 p Boost increase - Non-stock dual ported or aftermarket wastegate, modifications to banjo fittings, drilled cycle valve, wastegate spring change, installation of wastegate shims and/or KLR chip change. Cycle valve must be connected both electrically and mechanically	8
95.0 q Manually adjustable boost	2
95.0 r Leading edge rear wing (max. dimensions 9.5 x 60 inches may not be higher than factory roof line, may not extend beyond the stock rear bumper	2
95.0 s Aerodynamic Splitters.....	1
95.0 t Race Shocks: externally adjustable, external reservoirs.....	2
95.0 u Upgrade Torsion Bars to Coil-Over Springs (1 point per axle).....	1 - 2
95.0 v One point for every 25 lbs. under PBOC Production weight (per Appendix A) Location _____ Ballast weight added _____ lbs. (round up 25 lb. increments)	_____
95.0 w One point <decrease> for every 35 lbs. over PBOC Production weight (per Appendix A) (maximum allowable 10 pts).....	< _____ >

TOTAL V CLASS PERFORMANCE IMPROVEMENT POINTS..... **_____**

TOTAL PRODUCTION POINTS (minimum 13 points, whichever is greater)..... **_____**

STOCK VIN BASE POINTS (per section **20.0**)..... **_____**

TOTAL V CLASSIFICATION POINTS..... **_____**

Class V5=R7 01-37 points (4 Cyl, 2 valves per Cyl.)	Class V4=R6 01-39 points (4 Cyl, 3 or more valves per Cyl.)
Class V3=R5 40-51 points	Class V2=R4 52-65 points
Class V1=R3 66-82 points	Class V0=R2 83-99 points
R1 Over 99 points (non turbo)	

APPENDIX D

ROLL BAR / CAGE SPECIFICATIONS

ALL vehicles required by the GCRS to be equipped with a roll bar or roll cage must meet these specifications. Roll bar must be securely mounted to the floor and/or longitudinal members of the unibody with the top of the main hoop at least 2" above the driver's helmet when the driver is seated in the normal driving position. The mounting area of "bolt-in" roll bars must be backed by a plate of a size equal to that of the upper mounting plate with a minimum thickness of 3/16". Bolts must be grade 5 or better. The roll bar must be mounted directly to the metal of the chassis and any padding, carpet, upholstery, etc. must be removed to satisfy this requirement. The roll bar must be full cockpit width, except as originally supplied by the factory for open race cars, and have two fore/aft braces of tubing size equal to the main hoop. The braces must be mounted as near to the top of the main hoop as possible and at an included angle of at least 30 degrees. Additionally, the roll bar assembly must contain a transverse (left to right-side) brace. An inspection hole 3/16" in diameter must be provided in a non-critical area for verification of tube thickness. Any portion of the roll bar which may come in contact with the driver's helmet must be covered with high density foam 1" thick covered with electrical or duct tape.

Minimum Roll Bar Tubing Sizes:

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

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

Roll Cage Specifications:

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

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

Note - Bolt-in roll cages from Safety Devices Inc. bearing a sticker with a serial number starting with 8701 are approved for use. Any cages from this manufacturer without the sticker are not approved.

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

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

Following specifications for Boxster, Z3, Z4 and all open cars:

- 1) A minimum of 2 inches clearance under the factory roll bar, Brey Krause extension or cage main hoop fully strapped in, helmet on and in a pushing up position.
- 2) Arm Restraints Mandatory
- 3) Cup Racing requires a full roll cage.
- 4) All other safety devices required per class, per GCRS

Approved Bolt in Roll Bar for 964, 993, Coupe and Convertible, as a minimum requirement:

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

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

Door Bars may be of the bolt in kind. Passenger sidebars are highly recommended.

APPENDIX E ELECTRICAL DISCONNECT SPECIFICATIONS

Per **14.5**, an electrical disconnect (battery cut-off) switch must be provided on all cars competing in the PBOC Racing Program. This switch must be wired such that electrical power to all circuits, except electrically operated on-board fire system, is disconnected. In the interest of convenience, the switch may be mounted in the trunk compartment and must be located rearward of the front strut housing. A pull wire passing to the outside may effect operation. The preferred location of the pull wire is on the driver's side. It must be clearly visible and its position marked with the approved decal of a lightning bolt and the word "OFF". The decal can be placed on the window glass as opposed to the bodywork, as close as possible to the pull wire. It is recommended that the pull wire be painted red for visibility. A permanently mounted switch, or pull wire, will be allowed in an alternative location providing the position is clearly marked with an approved decal and is easily accessible from outside the vehicle. This requirement can easily be accomplished with the fabrication of a simple bracket to hold the switch near the battery. Braided wire can be used for the pull and it should pass through a small bracket mounted inside the compartment. A loop in the end of the cable completes the installation. Pulling the cable shall rotate the switch and disconnect the battery from the circuit.

SCCA Show Room Stock **current licensed and log book** cars and BMWCCA Stock class **current licensed and log book** cars are exempt from this requirement.

APPENDIX F WINDOW NET SPECIFICATIONS

Per **15.8**, all vehicles competing in PBOC Racing must be equipped with a window net covering the driver's window opening of either the string or strap type. In cases where a full roll cage is used, it is highly recommended the net be attached to the cage and not the doorframe (added safety in the event the door should open in a major accident). Also, for the same safety consideration, arm restraints are highly recommended for all drivers of vehicles that have door mounted window nets and are **MANDATORY** for factory-type non-glass sliding windows. The net must be mounted securely with provision for easy removal in the event of an accident. It is recommended that the net be permanently mounted at the bottom and removable at the top. If a vehicle is not equipped with a "Roll Cage" the net may be mounted to the window frame. The method of attachment can be brackets bolted around the upper window frame. The use of plastic tie wraps, straps or elastic cords is not allowed. For "V" class cars and other classes where the interior becomes a part of vehicle classification, the removal of the upper door sill trim is allowed to effect installation of the window net so that interior trim is not permanently altered.

Appendix G: Communications, radios

Radio recommendations

It is recommended that a scanner tuned to the PBOC control frequency be monitored by the pit crew for all racing and mandatory for all night endurance races

Race frequencies

Sebring: 464-8750

All others: 462-6625

LIVE TIMING:

PBOC will use R-Monitor for live timing. For more information go to race-monitor.com There is an app for smart phones and tablets as well.

Appendix H: RSE-30 RSE-36

Coming soon