

PRC Racing, Inc.

2020 Racing Rules



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I. Introduction

This document describes the rules for racing with PRC, Racing, Inc. ("PRC" or "the PRC" hereafter).

II. Intent of PRC

The PRC is a non-profit organization intended to promote and facilitate competitive amateur racing of Porsche cars in a safe, collegial and gentlemanly/gentlewomanly fashion. We try to foster an environment of close, competitive racing without avoidable car-to-car contact.

III. Definitions, References and Acronyms

Sanctioning Organization	An organization that manages and regulates a competitive motor vehicle racing event on a dedicated racing track. Examples include the National Auto Sport Association (NASA), the Sports Car Club of America (SCCA), and the International Motor Sports Association (IMSA).
PRC Racing, Inc.	Also referred to as "PRC" or "the PRC." A non-profit organization with paid memberships. The PRC is <u>NOT</u> a racing sanctioning organization.
PRC Board of Trustees	Elected by PRC Members. This Board oversees all PRC activities.
PRC Board President	Elected by the PRC Board. Leads the PRC.
PRC Race Director	Person in charge of all PRC activities at a PRC Event. This will be the PRC President or his/her designee.
PRC Steward/Official	A Steward and/or Official designated by the PRC Board or President. May include a Chief Steward, a Tech Steward, a Compliance Steward, a Grid Steward, et cetera.
PRC Rules	This document. At minimum, these rules are updated each year in accordance with the XIV Rules Revision Procedures described herein.
PRC Rules Committee	Equivalent to the PRC Board as defined above, and any other PRC members designated by the PRC President.
PRC Incident Review Board	Also referred to as "IRB," or "PRC IRB." A group of PRC members, designated by the PRC Race Director or PRC Board President, which investigates potential driver conduct rules violations. If drivers are found to have been in violation of rules, this group may confer penalties in accordance with the procedures and guidelines herein.

III. Definitions, References and Acronyms (continued)

PRC Driver	A PRC member in good standing (dues paid, et cetera), meeting all requirements to race at a specific PRC Event. Also referred to as “driver” herein.
PRC Racing Series	A series of competitive racing events annually determined and announced by the PRC Board. Drivers race for individual race trophies, season championship points, and at the end of each season, driving champions are awarded as described in XIII Racing Awards .
PRC Event	A racing event that is included in the annual PRC Racing Series. Usually held on two or more consecutive days.
NASA	Refers to the National Auto Sport Association, Inc.
NASA CCR	Refers to the Club Codes and Regulations for NASA. Sometimes referenced in this document. Unless otherwise specified in this document, the NASA CCR in force on the date of the PRC Event shall be the reference document.
PCA	Refers to the Porsche Club of America.
PCA Club Racing	Refers to the racing program sanctioned by the Porsche Club of America.
PCA Club Racing Rules	Rules for PCA Club Racing. Sometimes referenced in this document. Unless otherwise specified in this document, the PCA Club Racing Rules in force on the date of the PRC Event shall be the reference document.
Compliance Inspection	A process by which a PRC Steward assesses a race car to determine whether it is compliant with PRC rules.

IV. Administrative Procedures, Vehicle and Driver Requirements

The PRC is NOT a racing sanctioning organization. PRC events are always sanctioned by other organizations, most typically NASA and PCA Club Racing. Basic administrative procedures, vehicle and driver requirements vary based on the sanctioning organization and are provided below.

PRC Events Under NASA Sanction

- All drivers must be current PRC members in good standing.
- All drivers must be current NASA members in good standing.
- All drivers must have a currently valid NASA racing license.
- All cars must have a valid NASA Logbook.
- All cars must have a completed NASA Annual Tech Form. This form is available on the NASA web site and is usually completed during an annual technical inspection by authorized NASA tech personnel.
- NASA's registration processes are used for these events.
- Daily event schedules and entry fees are set by NASA.
- Specific pre-event details will be provided by NASA and the PRC, usually via e-mail.
- All drivers and their cars must conform to the NASA CCR in force during the event, except for those items described within this document, or in other documents specifically referenced herein.
- Where conflicts exist between the rules found in the NASA CCR and PRC rules, PRC rules shall supersede the conflicting rules found in the NASA CCR. However, in the interest of safety and competitive fairness, any driver that determines a conflict exists shall immediately report it to a PRC Board member for clarification.

IV. Administrative Procedures, Vehicle and Driver Requirements (continued)

PRC Events Under PCA Club Racing Sanction

- All drivers wishing to compete for PRC trophies and/or PRC season championship points must be current PRC members in good standing.
- All drivers must be current PCA members in good standing.
- All drivers must have a currently valid PCA Club Racing license.
- All cars must have a valid PCA Logbook and a completed PCA Annual Tech Form.
- An on-site PCA technical inspection process may also occur at each event. Logistics for on-site technical inspections will be announced, usually via e-mail, prior to each event.
- PCA Club Racing registration processes are used for these events.
- Daily event schedules and entry fees are set by PCA Club Racing.
- Specific pre-event details will be provided by PCA Club Racing and the PRC, usually via e-mail.
- All drivers and cars must conform to the PCA Club Racing rules in force during the event, except for those items described within this document, or in other documents specifically referenced herein.
- Where conflicts exist between the rules found in the PCA Club Racing rules and these rules, these rules shall supersede the conflicting rules found in the PCA Club Racing rules. However, in the interest of safety and competitive fairness, any driver that determines a conflict exists shall immediately report it to a PRC Board member for clarification.

IV. Administrative Procedures, Vehicle and Driver Requirements (continued)

All Other PRC Events

- All drivers must be current PRC members in good standing.
- All drivers must have a current racing license. Specific licensure requirements vary and will be announced via e-mail and on the PRC web site prior to each event.
- All cars must have a valid race car logbook. Logbook and tech requirements and one-site logistics may vary, and will be announced, usually via e-mail and on the PRC web site, several weeks prior to each event.
- Registration processes may vary and will be announced, usually via e-mail and on the PRC web site, several weeks prior to each event.
- Daily event schedules and entry fees are set by the PRC.
- Specific pre-event details are provided by the PRC, usually via e-mail.
- All drivers and cars must conform to the NASA CCR in force during the event, except for those items described within this document, or in other documents specifically referenced herein.
- Where conflicts exist between the rules found in the NASA CCR and these rules, these rules shall supersede the conflicting rules found in the NASA CCR. However, in the interest of safety and competitive fairness, any driver that determines a conflict exists shall immediately report it to a PRC Board member for clarification.

V. Admonishment

All PRC drivers are admonished to periodically review this rules document as well as the NASA CCR, the PCA Club Racing rules, and any/all documents specifically referenced herein.

Drivers should note that these documents usually change at minimum on an annual basis, and are typically available on the World Wide Web.

VI. Competition Classification System

PRC racing cars competing in PRC events are classed as follows:

PRC-Specific Classes

GTL A somewhat cost-reduced, competitive specification for 911 and 914 GT racing cars with extensive modifications. The modifications allowed/required for this class are described in Appendix C.

GTU A somewhat cost-reduced, competitive specification for 1989 and earlier 911s. The modifications allowed/required for this class are described in Appendix B.

PRC/PCA Club Racing Classes

Spec 911 A classification for Porsche 911 racing cars with a limited set of modifications. The modifications allowed/required for this class are described in Appendix A.

All Other Classes

PCA Club Racing car classes will be used for all other Porsche racing cars at PRC events. Requirements and allowed modifications for these classes are described in the PCA Club Racing rules.

VII. Car Numbers, Class Designation and Graphics Requirements

Car numbers, class designation and graphics requirements vary based on the sanctioning organization and are provided below.

- a) PRC events run under PCA sanction: As specified in PCA Club Racing rules.
- b) PRC events under NASA and all other sanctions:
 - i. All cars must meet number requirements as specified in the NASA CCR.
 - ii. Class designations are as follows:
 - For cars in PRC GTL Class: GTL
 - For cars in PRC GTU Class: GTU
 - For cars in Spec 911 Class: SP911
 - For all other Porsche race cars: As specified in the PCA Club Racing rules.

VIII. Race Car Muffler and Sound Requirements

Muffler requirements vary based on the sanctioning organization and are provided below.

- a) PRC events run under PCA sanction: As specified in PCA Club Racing rules.
- b) PRC events under NASA and all other sanctions: As specified in the NASA CCR.

Sound requirements vary based on the sanctioning organization and/or track for each PRC event. Drivers must ensure that they adhere to these requirements.

IX. Video Camera and Video Recording Requirements

As specified in PCA Club Racing rules.

~~Video cameras and video recording requirements vary based on the sanctioning organization and are provided below.~~

- ~~a) PRC events run under PCA sanction: As specified in PCA Club Racing rules.~~
- ~~b) PRC events under NASA and all other sanctions:
 - ~~i. All cars must have at least one (1) forward facing camera that records in digital format immediately viewable in windows media player.~~
 - ~~ii. All cars must record every on track session.~~~~

X. General Competition Rules for Drivers

General competition rules and adjudication processes for drivers vary based on the sanctioning organization and are provided below.

PRC Events Under PCA Club Racing Sanction:

As specified in PCA Club Racing Rules. In addition, the PRC President or his/her designee may implement PRC Incident Review and Adjudication Processes in parallel with PCA processes. PRC review and adjudication activities may include the assignment of penalty points. PRC processes can be found below in **XII Incident Review and Adjudication Processes** and in **Appendix D: PRC Racing Rules**.

All Other PRC Events

Detailed competition rules and adjudication processes for all drivers can be found below in **XII Incident Review and Adjudication Processes** and in **Appendix D: PRC Racing Rules**.

In addition, all new (first time) drivers must participate in an orientation session prior to racing with the PRC. New drivers must contact the PRC President to make arrangements for this session, which will usually be conducted by the PRC Chief Steward.

New (first time) drivers will start at the back of the grid until they and the PRC Chief Steward feel enough experience has been obtained to start in the position they achieved based on their qualifying time.

XI. Compliance Rules and Procedures for Race Cars

Overview

At each PRC event, all cars must comply with their respective general and class-specific requirements, and when appropriate, the requirements of the sanctioning body for the specific event as follows:

PRC Events Under PCA Sanction:

- a) Spec 911 race cars:
 - i. Must comply with all general and class-specific requirements in this rules document, and applicable general requirements in the PCA Club Racing Rules.
- b) GTU and GTL race cars:
 - i. PCA Club Racing does not include the PRC GTL and GTU classes, and PCA will require that these cars be registered in a valid PCA Club racing class.
 - ii. GTU and GTL race cars competing for PRC Series Points at these events must comply with all general and class-specific requirements in this rules document, and applicable general requirements in the PCA Club Racing Rules.

All Other PRC Events:

- a) Spec 911, GTU and GTL race cars:
 - i. These cars must comply with all general and class-specific requirements in this rules document, and applicable general requirements in the NASA CCR.
- b) Porsche race cars in PCA Club Racing classes:
 - i. These cars must comply with all class-specific requirements in the PCA Club Racing Rules, and applicable general requirements in this document and the NASA CCR.

Compliance Procedures

All race cars must be inspected by their drivers prior to each PRC event. The driver bears ultimate responsibility for fielding a safe, reliable, well-maintained, rules-compliant, and track-worthy race car.

The PRC Board and any/all designated Stewards and/or Officials assume no liability.

Compliance inspections undertaken by PRC Trustees, Stewards or Officials do not result in the assumption of any liability by the aforementioned whatsoever.

XI. Compliance Rules and Procedures for Race Cars (continued)

Compliance Procedures (continued)

PRC Events Under PCA Sanction:

PCA Club Racing may conduct compliance inspections and enforcement actions based on PCA rules.

In addition, the PRC President may designate a Steward or team of Stewards to independently check compliance for any cars in Spec 911, GTU or GTL that are competing for PRC trophies and/or season championships.

For drivers of race cars in Spec 911, GTU or GTL found to be out of compliance after a race, no trophies or points will be awarded for race results, and other penalties may be applied.

All Other PRC Events:

The PRC President will designate a team of Stewards for each event. The judgment of these Stewards is final and there is no appeal process.

These Stewards:

- Will be responsible for all compliance inspection and enforcement processes.
- Shall have the authority to determine if any vehicle is not in compliance due to any modification that may enhance performance and to determine a penalty or penalties, if any, for non-compliance.
- May conduct compliance inspections at any time.
- Have the right to require any racer to allow installation of a PRC data acquisition system/data logger (e.g., AIM) for any track session to verify rules compliance. The equipment will be a stand-alone system and data acquired will be treated as confidential information unless Stewards determine non-compliance with class rules.

After each race, the top five (5) drivers from the Spec 911, GTU and GTL classes will be required to proceed directly to an impound area with their cars. No intermediate stops in the paddock are allowed. The cars will subsequently be weighed (with drivers) to ensure compliance with minimum weight requirements, and they may be inspected for rules compliance.

At minimum, failure to meet this procedural requirement will be considered withdrawal from the race, and the official results will be changed to did not finish (DNF) for the driver.

At the sole discretion of the Race Director, the above-described process may be altered or eliminated at any PRC event.

For drivers of race cars found to be below minimum weight requirements and/or to exceed Maximum Allowed Horsepower requirements after a qualifying session or race, the official results will be changed to disqualified (DQ) for that session or race.

XI. Compliance Rules and Procedures for Race Cars (continued)

Compliance Procedures (continued)

All Other PRC Events (continued):

Other non-compliance penalties may vary and may be applied to a particular past qualifying session or race, to subsequent qualifying sessions and/or races, or to previous race results from the same season. For example:

- For non-compliance determined after qualifying, the Stewards may change the car's class designation and/or grid position for the subsequent race.
- For non-compliance determined after a race, the official results may be changed to disqualified (DQ) for the driver. When this occurs, the logbook will be noted with the infraction. Furthermore, no season championship points will be allocated to the driver for that race. In addition, the car will not be accepted as an entrant for any subsequent class events until the car is restored to full compliance and a PRC Steward has cleared the notation in the logbook.

XII. Incident Review and Adjudication Processes

PRC Incident Review and Adjudication processes are described in **Appendix D: PRC Racing Rules**.

Please note:

- PRC racing rules differ from most other organizations. PRC drivers are responsible for knowing and following the PRC racing rules.
- The PRC Board reserves the right to ban any person at any time from PRC race activities.
- It is the driver's responsibility to bring the video and completed incident form to the Chief Steward as soon as possible after an incident (generally within an hour). Failure to bring the required information and form to the Chief Steward in a timely manner after an incident will result in disciplinary action (likely being banned from future PRC events).

XIII. Racing Awards

The PRC does not award trophies based on individual race results or season championship results.

Class entrants are free to create and conduct their own trophy/award programs for individual races and/or season championships.

~~PRC awards include trophies based on individual race results, and for season championships for the Spec 911, GTU and GTL classes.~~

~~Trophies for individual race results:~~

- ~~• First place trophies will be awarded if there are at least two (2) entrants in the class.~~
- ~~• Second place will be awarded if there are at least four (4) entrants in the class.~~
- ~~• Third place will be awarded if there are at least six (6) entrants in the class.~~

~~Trophies for season championships:~~

~~Drivers will earn points towards season championships based on individual race finishes.~~

~~Each driver's final tally will be the sum of accumulated points from the allowed number of races.~~

~~The maximum number of races allowed in the final tally will be the total number of races in the schedule for the season, less four (4).~~

~~Points per race will be awarded as follows:~~

- ~~• First place: 25 points.~~
- ~~• Second place: 21 points.~~
- ~~• Third place: 18 points.~~
- ~~• Fourth place: 16 points.~~
- ~~• All other places: each place will earn one less point than the preceding place's award (e.g., fifth place is 15 points, et cetera).~~

~~Season championship trophies will be awarded as follows:~~

- ~~• A first place trophy will be awarded when there were at least three (3) entrants in the class in more than half of scheduled events.~~
- ~~• A second place trophy will be awarded when there were at least five (5) entrants in the class in more than half of the scheduled events.~~
- ~~• A third place trophy will be awarded when there were at least seven (7) entrants in the class in more than half of the scheduled events.~~

XIV. Rules Revision Procedures

To facilitate fair competition and safety, the PRC Board reserves the right to make any revisions to the rules it deems necessary at any time.

At minimum, each year the PRC conducts a rules review and considers revisions (additions, deletions, clarifications, et, cetera). Any PRC member may propose revisions to the rules.

All proposed revisions are evaluated and discussed with the membership and by the Rules Committee.

The Rules Committee makes recommendations to the PRC Board and the Board makes the final determination as to which revisions, if any, will be made.

There is no appeal process once the PRC Board publishes its final decisions.

In general, the timing of the annual rules revision process is outlined below.

- | | |
|--------------------------|---|
| August 1 - September 15: | Proposed revisions may be submitted by PRC members along with justification for the change(s). |
| October 15: | The Rules Committee and PRC Board of Trustees will publish the proposed revisions on the PRC website. |
| October 15 - November 1: | The PRC membership will discuss the proposed revisions and provide comments to the Rules Committee and the PRC Board. |
| November 21: | The Rules Committee will publish final planned revisions on the PRC website for final comment. |
| December 1-15: | The PRC Board will meet, vote, and finalize the rules revisions. |

Subsequently, the PRC Rules Committee will publish final planned revisions for the proceeding season on the PRC website.

Appendix A: Spec 911 Class Requirements

I. Overview/Purpose

This is a classification for Porsche 911 racing cars with a limited set of modifications. The modifications allowed or required for this class are described below.

Modifications not specifically listed below are prohibited for cars in the Spec 911 Class.

The Porsche 911 in street form provides high performance and high reliability. The modifications specified below were carefully chosen to provide maximum performance enhancement at minimal cost and maximum reliability. These specifications were established through years of experience and extensive testing under racing conditions.

The definition of “stock” where used in these rules refers to how the car was configured when it left the Porsche factory as a new street car.

Unless described below, no material can be removed for any purpose except to restore the component to serviceable condition as described by relevant Porsche Technical documentation

Unless described below, no material can be added, and no re-allocation of weight or material can be performed. No material can be substituted for another material of similar geometry.

Some examples of modifications that are not allowed are: shaving/removal of rain gutters, addition of aerodynamic devices other than those specified herein, holes in body panels to direct airflow for downforce, for example vented hoods or fenders.

II. Chassis, Body and Interior Requirements

- a) Any Porsche 911 chassis up to 1989 is allowed. 911 Turbo (930), 911 turbo-look, 964 and all later-model 911 chassis are not allowed.
- b) Bolt-on fiberglass and composite replacements of front and rear bumpers, rear deck lids/tails, front fenders, and front hood are allowed.
- c) Bolt-on fiberglass or composite rear fender flares are allowed, and may include most of the rear fender, as long as a perimeter of original rear body steel is left in place.
- d) Substitution of other parts such as fiberglass or composite roofs, doors, and complete rear quarter panels is not allowed.
- e) Removal of front headlights and metal headlight buckets is allowed. Plastic headlight covers are allowed.
- f) Cars must have a windshield, a rear window and rear quarter windows. Cabriolet bodies must have a stock-sized windscreen and no other windows are required. Materials may be original equipment or equivalent glass, polycarbonate, or other break-resistant plastic.
- g) Stock headlight and windshield washer system components may be removed.
- h) Rear wing choices are restricted to: ducktail, 911 whale tail, 930, IROC, large IROC, 911 3.6 RS wing, 3.8 RSR short wing. Wicker bills up to 1” can be added to the ducktail, 911 whale tail, 930, IROC and large IROC tails.

II. Chassis, Body and Interior Requirements (continued)

- i) Any front air dam may be used as long as it does not extend forward beyond the limits of a stock front bumper (excluding bumperettes).
- j) Interior modifications are free.
- k) Electrical system is free.
- l) Instrumentation is free.
- m) External lights including brake lights are free. Brake lights must be at least as visible as stock lights.
- n) Front track width to be 65 inches, rear width to be 67 inches. Measurement is from furthest outside lip of tire on the axle centerline.
- o) Roll cages may extend through firewalls and tubing may connect shock towers and extend to the front of the trunk. Shock mounts may be altered to accept camber plates. Tub sheet metal interior to the body skin in the trunk forward of the firewall may be cut out, altered, and ducted for oil or brake cooling air flow.
- p) Openings in the front air dam (below the bumper) for oil and brake cooling are free.
- q) Openings in the trunk lid, bumper (above the spoiler), or fenders for air inlets or outlets or otherwise are not allowed.

III. Engine and Header System Requirements

- a) Requirements for 3.0 liter engines:
 - i. Allowable intake/induction systems are shown below:
 - 40 or 46mm Weber or PMO carburetors.
 - Porsche/Bosch CIS intake manifold from any year and with any fuel injection system.
 - Bosch MFI from 1969-1973 (high butterfly versions excluded).
 - ‘Straight-through’ fuel injection systems with individual throttle bodies incorporating throttle plates no larger than 46mm (e.g., TWM, Jenvey, etc.).
 - ~~AT Power individual throttle body systems, with individual throttle bodies incorporating throttle plates no larger than 46mm.~~
 - Systems incorporating Porsche 3.6-based intake plenums from 1989-1995 model year cars, and incorporating any throttle bodies or body with the exclusion of AT Power products.
 - ii. Slide valve intakes are prohibited.
 - iii. Exhaust headers must have primary tube outside diameters of 1.5 inches or less.
 - iv. Crankshaft: stock 70.4mm stroke with 9-bolt flywheel configuration.
 - v. Crankcase: any 911 case and machining of any kind are allowed.
 - vi. Pistons and cylinders: any stock CIS 911 SC 95mm bore. Replica pistons from Rothsport Racing are allowed.

III. Engine and Header System Requirements (continued)

a) Requirements for 3.0 liter engines (continued):

- vii. Maximum compression ratio is 9.8:1.
- viii. Rods must remain stock. Aftermarket rod bolts are allowed.
- ix. Cylinder head maximum port sizes are as follows: 39mm intake, 35mm exhaust. Maximum valve sizes are as follows: 49mm intake and 41.5mm exhaust. Small version stock intake port 3.0 liter heads may have cylinder head material removed to match the port shape and dimensions of the larger version stock 3.0 intake port.
- x. Camshafts: stock 911SC.
- xi. Valve springs and retainers are free.
- xii. Ignition system is free as long as it is single plug per cylinder.
- xiii. Engine oil system design (including, e.g., cooling components) is free.

b) Requirements for 3.2 liter engines:

- i. Intake system must be stock from the air filter housing face of the air flow meter to the cylinder head. All induction air must pass through this stock intake tract. The air filter assembly and fuel management system is free. The stock air flow meter is not required to provide control sensing – only an induction airflow pathway. Forced induction is not permitted.
- ii. Exhaust headers must have primary tube outside diameters of 1.63 inches or less.
- iii. Crankshaft: stock 74.4mm stroke.
- iv. Crankcase: any 911 engine case with machining of any kind is allowed.
- v. Pistons and cylinders: any stock Motronic 911 3.2 liter, 95mm bore. Replica pistons from Rothsport Racing are allowed
- vi. Due to fuel octane limits, the actual measured compression ratio may not exceed 9.8 to 1.
- vii. Rods must remain stock. Aftermarket rod bolts are allowed.
- viii. Cylinder heads must be stock. Cylinder head maximum port sizes are as follows: 40mm intake, 38mm exhaust. Maximum valve sizes are as follows: 49mm intake and 41.5mm exhaust.
- ix. Camshafts: stock 911 3.2 Carrera.
- x. Valve springs & retainers are free.
- xi. Ignition system is free as long as it is single plug per cylinder.
- xii. Engine oil system design (including, e.g., cooling components) is free.

IV. Transmission and Clutch Requirements

- a) The transmission must be a Porsche 915 type that came as stock on models through the 1986 model year. Cars built from 1987-89 model year chassis may use either a 915 type or the Porsche G-50 type that came as stock on those cars. All transmissions must use Porsche-type synchronizers.
- b) Differential is free.
- c) Clutch package is free.
- d) CV joints are free.
- e) The flywheel must be stock and unmodified.
- f) Transmission cooling components are free.
- g) Shift linkage (including the shifter) is free.
- h) 915 transmissions must use an 8:31 final drive ratio. G-50 transmissions must use a 9:31 final drive ratio.
- i) The following gear ratios are acceptable in any combination:

	915 Transmission	G-50 Transmission
1 st gear	11:35	12:42
2 nd gear	18:33 or 18:32	17:35
3 rd gear	23:29	22:31
4 th gear	26:25 or 26:26	32:36
5 th gear	Open: Any gear ratio higher than 4 th gear	

- j) Aftermarket main shafts made to factory specifications with a removable first gear are allowed.

V. Fuel Requirements

Gasoline with an octane rating of 92 (R+M/2 method) or less is required. No racing fuels or additives are allowed. Fuel mixing to increase octane is not allowed.

VI. Suspension Requirements

- a) No modifications are allowed to the torque tubes and A-arms.
- b) Minimum ride height shall be 215 mm from the ground to the center of the rear torsion bar. Height will be measured on level ground with the driver in the car and with tires inflated to 35 psi.
- c) The stock suspension pivot axes must be maintained by all suspension components.
- d) Struts must be original equipment components manufactured by Boge, Bilstein or Koni. Spindle height is free. Additional reinforcement is acceptable. The retaining system for the original equipment shock absorber insert must be used. Custom fabricated strut housings are not permitted.

VI. Suspension Requirements (continued)

- e) Front and rear shock absorbers must be of the same configuration as stock parts, except that a maximum of two (2) external force adjustment features are allowed per shock absorber.
- f) Torsion bar requirements (maximum outside diameter): front 25 mm; rear 36 mm.
- g) Suspension bushings are free. Front camber plate/caster plate design is free.
- h) Stock 911 rear control arms are required. Porsche 930 rear control arms are not allowed.
- i) Adjustable rear spring plates are free.
- j) Anti-roll bar (sway bar) systems are free.
- k) Alignment settings are free, except track width can only be increased from stock dimensions by 0.25 inches per side. Track width must not exceed 65 inches in front and 67 inches in the rear. Measurement is from furthest outside lip of tire on the axle centerline.

VII. Tire and Wheel Requirements

- a) Wheels are any brand/model 7" x16" front any brand/model 8" x 16" rear.
- b) Tires are Hoosier R7 or Hoosier H2O's in the indicated sizes.

Tire Size	Dry Part Number	Wet Part Number
205/45-16	46601	46135
225/50-16	46611	46140
245/45-16	46616	46145

VIII. Brake System Requirements

- a) Brake master cylinders, calipers, pads, and fluids are free. Brake rotors must be steel. Composite brake rotors are not allowed.
- b) Brake lines and brake balance controls are free.
- c) Stock dust shields and parking brake components may be removed, and brake air ducting is free.

IX. Race Car Minimum Weight and Average Maximum Horsepower Requirements

All Spec 911 race cars must meet minimum race car weight and maximum average horsepower requirements at the end of any/all qualifying sessions and races.

Race car weight refers to the total weight with driver. Average horsepower is determined using the methods described below in section **XI. Engine Power Compliance**.

IX. Race Car Minimum Weight and Average Maximum Horsepower Requirements (continued)

Requirements are based on engine displacement, and induction system type as follows:

<u>Engine Displacement</u>	<u>Induction Type*</u>	<u>Max. Average Power</u>	<u>Min. Race Car Weight</u>
3.0 liters**	AT Power ITB**	245 bhp**	2475 lbs.**
3.0 liters plenum-based*	Porsche 3.6	245 bhp	2400 lbs.
3.0 liters	Carburetors	235 bhp	2340 lbs.
3.0 liters	Porsche/Bosch CIS	200 bhp	2310 lbs.
3.0 liters	Bosch MFI	235 bhp	2400 lbs.
3.0 liters	‘Straight-through’ fuel injection (ITB)	245 bhp	2400 lbs.
3.2 liters	*	235 bhp	2340 lbs.

* As described in Section III above.

** Configuration restricted to grandfathered cars only. See Section XI below.

~~X. —Special Minimum Weight Allowance for Low Horsepower Cars (215 bhp or below)~~

~~There is a special minimum weight allowance for cars with a maximum average horsepower of 215 bhp or below:~~

- ~~a) The car must complete a dynamometer test in compliance with the procedures outlined in section **XI. Engine Power Compliance Procedures.**~~
- ~~b) The driver must complete and sign a PRC Annual Dynamometer Certification Form (Appendix E) and attach the form to the car's logbook. A copy of this signed Form must be provided to the PRC Race Director at the first event after the dynamometer test.~~
- ~~c) The car and driver must repeat steps (a) and (b) above after any major engine rebuild, or change to induction system, exhaust, or ignition.~~
- ~~d) The minimum weight for these cars is 2310 lbs.~~

X. Engine Power Compliance Procedures

The PRC Race Director or designee may require an on-site average horsepower compliance check at any time. When so required, the car must be taken to an on-site dynamometer station for a compliance check at the earliest opportunity.

If the compliance check cannot be performed in a timely manner prior to qualifying sessions or races, the Race Director or designee may allow the car to compete. All results obtained will remain pending until the compliance check is completed to the satisfaction of the Race Director.

Compliance checks will be performed per the following protocol:

- a) Average horsepower is to be obtained from dynamometer test results using an MCE Dynojet system.
- b) Horsepower will be measured in three separate dynamometer runs (pulls) performed under the following conditions:
 - i. Engine at normal operating temperature.
 - ii. Rear tires will be set at a pressure of 35 psi.
 - iii. The car shall be tested in the gear that produces the highest horsepower readings.
 - iv. Dynamometer data shall conform to SAE J1349 Rev. Jun 90 correction, and use a smoothing factor of 5.
- c) For each dynamometer run (pull), the average horsepower shall be obtained by using the maximum value plus the next three highest values in 500 rpm increments (up or down), and dividing by 4
- d) The highest average horsepower value amongst these three results shall be used to assess compliance.

Compliance will be assessed as follows:

- a. If highest average horsepower value > allowed Maximum Average Power (bhp) +3 bhp* the car will be deemed out of compliance.
- b. If the car is found to be in compliance, the PRC will pay for the dynamometer testing.
- c. If the car is found to be out of compliance, the driver must pay for the testing, and the penalties for being out of compliance will be applied (see above in **XI Compliance Rules and Procedures for Race Cars**).

*This 3 bhp allowance factors in day-to-day and dynamometer system variances.

XI. Grandfathering

Cars with 3 liter engine displacements and AT Power ITB induction systems that were compliant with 2019 Rules are class eligible in 2020, as long as their logbooks reflect 2019 eligibility. The minimum weight for such cars is 2475 pounds.

Appendix B: GTU Class Requirements

I. Overview/Purpose

The purpose of the GTU Class is to provide a cost-reduced, competitive specification for 1989 and earlier 911 race cars (pre-964 chassis) with performance potential greater than what is possible with the Spec 911 class, but less than the GTL class.

The goal of the engine specifications for the GTU class, much like that in the GTL class, is to allow a reasonable range of choices yet discourage racers from utilizing engine configurations that require frequent service overhauls.

This is done by restrictions to intake/induction systems, exhaust header systems, and camshaft specifications.

In addition, a specified tire is required.

Any component or configuration that is legal in the Spec 911 class is permitted in the GTU class.

II. Chassis and Body Requirements

- a) Any Porsche 911 or 914 chassis up to 1989 is allowed except for the turbo or turbo-look chassis. The chassis must have the floor pan, rocker panel longitudinal frame members, front firewall, front fenders with original headlight/running light size and shape, and rain gutters. Shape, size, and tilt of the roof and window frames must be stock (changing the size and shape of the green house is not allowed). The front firewall can be modified for installation of a fuel cell and/ or oil tank.
- b) Cars must have a windshield, a rear window and rear quarter windows. Cabriolet bodies must have a stock size windscreen and no other windows are required. Materials may be original equipment or equivalent glass, polycarbonate, or other break-resistant plastic.
- c) Any type of rear wing is that meets the following requirements is allowed:
 - i. Only a single rear wing element is permitted. The highest point of the element itself (not including end plates) cannot be higher than the highest point of the roof.

III. Engine and Header System Requirements

- a) All engines must be normally aspirated and air-cooled.
- b) The maximum engine displacement is 3.2 liters. Any displacement under 3.2 liters is allowed.
- c) The engine case must be a Porsche factory part.
- d) Engines may have a maximum of two valves per cylinder.

III. Engine and Header System Requirements (continued)

- e) Engine management system is free (e.g., Stock Bosch Motronic, Motec, Haltech, EFI, Electromotive, etc.)
- f) Allowable intake systems are Weber or PMO carburetors, EFI throttle bodies from PMO, Jenvey, or AT Power. Maximum throttle body size is 46mm.
- g) Slide valve intakes are prohibited.
- h) Compression ratio may not exceed 11.0 to 1.
- i) Cylinder head maximum port sizes are as follows: 41.5mm intake, 38.5mm exhaust. Maximum valve sizes are as follows: 49mm intake and 41.5mm exhaust.
- j) Either one or two spark plugs is allowed per cylinder. Original location(s) must be used.
- k) Camshafts must be stock units from either 3.2 Carrera or 964 engines.
- l) Exhaust headers must have primary tube outside diameters of 1.625 inches or less. Header wall thickness is limited to 0.065 inches.

IV. Transmission and Clutch Requirements

- a) The transmission case must be a Porsche factory component. The gears must use synchros (i.e., “dog boxes” are not allowed).
- b) Use of traction control is prohibited.

V. Fuel Requirements

Fuel octane must be equal to or less than 112 octane.

VI. Suspension Requirements

- a) Front suspension design must use MacPherson struts. Coil-over systems are allowed.
- b) Rear coil-over suspension systems are allowed.
- c) Front control arm chassis mounting points must be stock.
- d) Factory 911 or 914 rear trailing arms are required. Porsche 930 rear control arms are not allowed.
- e) The maximum number of rear trailing arm pivot points is two.
- f) The 911 spring plate pivot point centerline is free to move 1" from the torsion tube center line.
- g) The rear 911 inner trailing arm pivot location is free along the vertical plane as long as it's horizontal position remains stock (i.e., it cannot be moved forward or rearward).
- h) The location of the 911 torsion bar tube must be stock.

VI. Suspension Requirements (continued)

- i) 914 rear arms can be boxed, arms and chassis strengthened, pivot points raised maximum 1", and bushings are free (i.e., use of ball joints is allowed).
- j) Track width, as measured with standard toe plates, must not exceed 69 inches in front and must not exceed 72 inches in the rear.

VII. Tire Requirements

GTU race cars must use the following Hoosier R7 or Hoosier H2O tires:

- a) Dry Tires:

Front	Rear
205x45-16	245x45-16
225x50-16	275x45-16
245x45-16	

- b) Wet Tires: Any Hoosier H20 in a 16" size that will fit the car.

VIII. Brake System Requirements

Brakes systems are free, except for the following:

- a) Rotors must be made of steel.
- b) ABS is not allowed.

IX. Race Car Minimum Weight Requirements

Race car weight refers to the total weight with driver. Minimum race car weights for the GTU class are as follows:

- a) 911-based chassis with single plug engines: 2310 lbs.
- b) 911-based chassis with dual plug engines: 2350 lbs.
- c) 914-based chassis: 2450 lbs.

All GTU race cars must meet this requirement at the end of any/all qualifying sessions and races.

Appendix C: GTL Class Requirements

I. Overview/Purpose

The purpose of the GTL class is to provide a somewhat cost-reduced, competitive specification for 911 and 914 GT cars with modifications that are well beyond the scope of the Stock/Production and Spec 911 Classes. The intention is to reduce operating costs via engine specifications and the designation of a series spec tire.

The goal of the engine specifications is allow a reasonable range of choices, yet discourage racers from exceeding 7,000 rpm. Keeping rpms below 7000 may allow engine service intervals (e.g., for replacement of rings and rod bearings) will be longer than those of race engines revving at higher levels.

Racers are discouraged from exceeding 7000 rpm as the intake and exhaust air restrictions reduce power output above that level.

II. Chassis and Body Requirements

- a) The chassis must be a Porsche 914 or Porsche 911 up to 1994 (Porsche 964). Porsche 993 and later chassis types are prohibited. The chassis must have the floor pan, rocker panel longitudinal frame members, and a front firewall. The front firewall can be modified for installation of a fuel cell and/or oil tank.
- b) Aerodynamic devices underneath the stock floor pan or engine, starting 10 inches aft of the front axle centerline, are prohibited.

III. Engine and Header System Requirements

- a) All engines must be normally aspirated and air-cooled.
- b) The maximum engine displacement is 3.6 liters. Any displacement under 3.6 liters is allowed.
- c) The engine case must be a Porsche factory part.
- d) Engines may have a maximum of two valves per cylinder.
- e) Engine management system is free (e.g., Stock Bosch Motronic, Motec, Haltech, EFI, Electromotive, etc.)
- f) The intake manifold must be from a 1984 – 1995 911, and must be stock from the exit of the throttle body to the intake of the cylinder head. Throttle bodies must remain stock with the exception of those changes necessary to install an aftermarket throttle position switch necessitated by the choice of engine management system. Pre-throttle body intake design (e.g., fuel injection lines, fuel rails, etc.) is free.
- g) Slide valve intakes are prohibited.
- h) Exhaust headers must have primary tube outside diameters of 1.625 inches or less.

IV. Transmission and Clutch

The transmission case must be a Porsche factory component. The gears must use synchros (i.e., “dog boxes” are not allowed).

V. Suspension Requirements

- a) Front suspension design must use MacPherson struts. Coil-over systems are allowed.
- b) Rear suspension must use Porsche factory trailing arms. Coil-over systems are allowed.

VI. Tires

GTL race cars must use the following Hoosier Radial Slicks:

Front Tires	Rear Tires
Sizes: 23.5 x 11 x 16 or 23.5 x 12 x 16 Part Numbers: 43656 (23.5 x 11 x 16) or 43661 (23.5 x 12 x 16)	Sizes: 25.5 x 12.5 x 16 or 25.5 x 14 x 16 Part Numbers: 43672 (25.5 x 12.5 x 16) or 43677 (25.5 x 14 x 16)

In wet conditions, any Hoosier H20 tire may be utilized. The recommended tires are:

Front Tires	Rear Tires
Part Number: 46145 (245/45-16) Recommended 9” Rim	Part Number: 44670 (25.5 x 12 x 16) Recommended 12” Rim

VIII. Brakes

Brakes systems are free.

IX. Race car minimum weight requirements

Race car weight refers to the total weight with driver. The minimum race car weight for the GTL class is 2350 lbs.

All GTL race cars must meet this requirement at the end of any/all qualifying sessions and races.

Appendix D: PRC Racing Rules

Introduction

It is the goal of the PRC to have real car-to-car racing with minimal contact and car damage. Toward this end, the PRC has some rules that are unique and differ from other organizations.

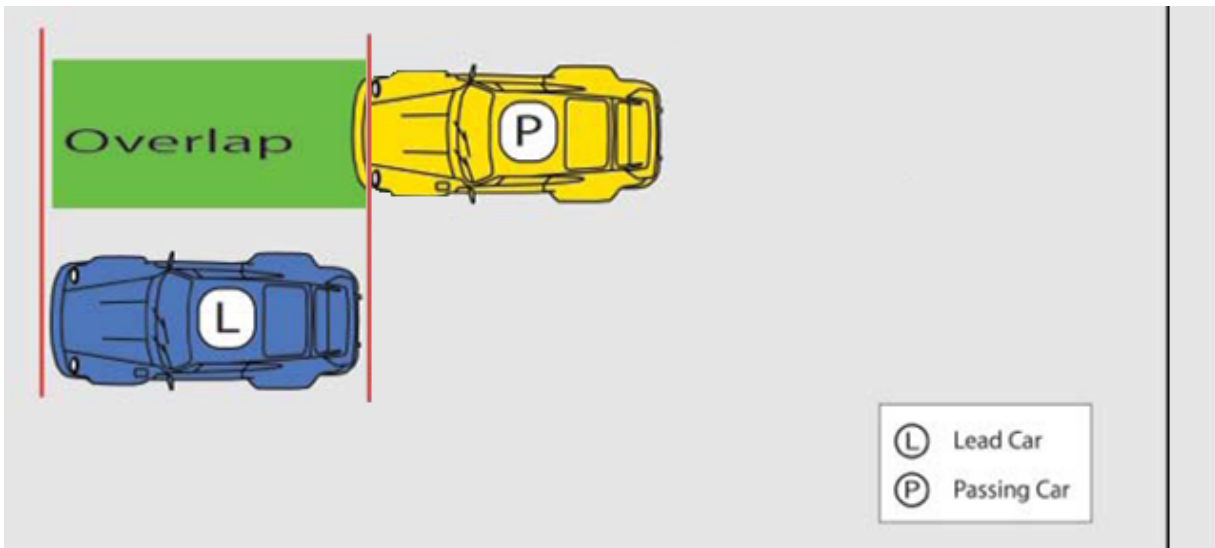
You are responsible for understanding PRC's rules and knowing where they differ from other organizations. Every driver competing in a PRC event must understand and abide by PRC's rules in every on-track session.

Racing safely is a cooperative endeavor. Given the range of skill levels and car capabilities at PRC events, it is expected that drivers will exercise restraint and good judgment in their on-track behavior.

I. Definitions

Physical Overlap

Physical overlap is obtained when the front bumper of the trailing car passes the rear bumper of the lead car. If physical overlap occurs anywhere in the braking zone or at turn in then both the lead car and the passing car must leave racing room throughout the entire turn.



Qualifying Line (also called the “DE Line”)

A car on the qualifying line will enter a corner on the outside edge of the track. Although this line can be faster, it leaves the inside open for a pass attempt by a following car.

Defensive Line

When the lead car enters the corner on the inside of the track to prevent an inside pass and only allows an outside pass, it is on a defensive line.

I. Definitions (continued)

Blocking

There are two basic moves that constitute blocking:

- a) If the lead car makes two moves in order to obstruct a pass by a following car, even though physical overlap has not been achieved, that constitutes blocking.

For example:

Upon exiting a corner, if the lead car first moves from the corner exit side of the track to the other side of the straight and subsequently moves back to the exit side of the track in order to prohibit an attempted pass, the second move constitutes blocking. In simple terms, you can zig, but you can't zag.

- b) If the lead car makes a line change with the intent of obstructing a pass when there is potential for physical overlap, that constitutes blocking.

For example:

When approaching the braking zone in a corner, the driver of the lead car, who has been on the outside line, moves from the outside line to the inside line to prevent the following car from achieving physical overlap, this constitutes blocking.

Brake Point

The brake point occurs the moment the lead car starts braking for a corner, as indicated by illumination of its brake lights.

Racing Room

Racing room is defined as leaving enough space (one full car width plus three feet) for both cars to negotiate the turn safely. Leaving this much room allows either car to make a minor mistake without coming into contact with the other car.

II. Grid

All drivers are responsible for knowing their grid position before they approach the grid.

For a typical race weekend:

- Grid positions for the Saturday warm-up and qualifying sessions will be the same. Positions will be published in pre-race communications, usually via e-mail.
- Grid positions for the Sunday warm-up and qualifying sessions will be based on the results from the Saturday qualifying session.
- Grid positions for races will be based on qualifying results.

Drivers are advised to be in place on grid at least 5-10 minutes before the scheduled time for a session or race.

III. Race Starts

The start is the most dangerous period in a race. Due to the close proximity of the cars, a minor incident can easily turn into a serious, chain-reaction accident. Drivers are urged to exercise the utmost caution during the start and early stages of the race.

These rules apply from the green flag through the exit of the ***first corner***, as defined by the PRC Chief Steward.

The first corner may not be the first physical first corner after the start/finish line.

For example, for PRC events at Sonoma Raceway (Sears Point) or Laguna Seca Raceway, race start rules apply until the exit of the second physical turn (usually referred to as Turn 2 at each of these tracks).

Two corners before the start/finish line, the pole sitter will slow to allow the grid to form. The pole sitter will bring the field to the green flag at ~60 mph.

The race start rules are:

- a) Green flag starts will be conducted with cars in rows, two abreast.
- b) There will be one car length between rows.
- c) The driver on pole has his/her choice of right or left side for the start. Car #2 will take the opposite side. Cars 3 and later will always follow the rule of odd number cars on the left and even numbered cars on the right. If a car misses the grid, the other cars must fill in and not leave an open spot.
- d) Lagging back in an effort to get a run at the start is not allowed.
- e) When the green flag is shown, racing commences for all cars in that start group and overtaking can occur prior to the start line.
- f) From the start of the race through the exit of the first corner, no more than two cars are allowed to run side by side. Cars may only pass and create a "3-wide" situation if there is an obvious mechanical issue with a car at the start.
- g) The pole sitter in each of the following groups must be alert for an aborted start where a red flag, green and yellow flags, or red and yellow flags may be displayed instead of a green.

In the event of flags other than a Green, drivers are expected to follow normal flag protocols and exercise extreme caution, but also be careful not to abruptly slow causing the back of the field to accordion into cars ahead of them. The pole sitter will be responsible for slowing the field in these situations.

For some PRC races, the Race Director may decide to divide the group into two or more sub-groups for the race start. When this is the case, it will be announced in a driver's meeting.

The pole sitter(s) for groups 2 or 3 shall manage the speed of his/her respective sub-group in order to have a 15-20 second separation between the sub-groups at the start. The main flagger will display a separate waving green flag for each sub-group.

IV. Multiple Cars Approaching a Corner, Racing for Position

Responsibility for sharing the track between the previous corner exit and the brake point of the next corner rests with both drivers. Any move that creates a physical overlap will be considered a pass attempt in process. ***At any time, anywhere on the track that there is a physical overlap, both the lead car and the following car must leave racing room.***

Adjustments required to car speed and trajectory to ensure both cars can safely negotiate the next corner without contact must be made by both drivers.

V. Multiple Cars Negotiating a Corner

The corner begins at the brake point for the lead car in a group of two or more cars approaching a corner. If a car is attempting to pass, it will likely be on a different line from the lead car. As the lead car reaches the brake point, the lead car must determine if physical overlap has occurred or is likely to occur at any point in the braking zone or at turn in. If physical overlap exists at turn in, the lead car is required to leave racing room for the overtaking car. This means leaving racing room at the apex if the following car is on the inside line, or leaving racing room at track out, if the following car is on an outside line. If the following car has not achieved physical overlap by the turn-in point, the following car must yield the corner to the lead car.

If both cars are on the same line, the lead car can choose what line to follow. Note that if the lead car on the outside line has one following car immediately behind, the driver must also verify there is not a second car that has achieved physical overlap on the inside line before deciding to drive to the apex.

A driver who regularly positions himself or herself on the single car qualifying line (outside at corner entry) is inviting an inside line pass by similarly competitive cars and must be prepared to leave racing room on the inside of the corner. The car attempting to pass on the inside must adjust its speed and line to allow both cars to safely negotiate the corner and leave racing room at the exit of the track for the car being passed. In this situation the car on the outside cannot drive down to the apex of the corner!

In assessing an incident, majority fault for the incident (and 1st candidate for penalty) will be allocated to the driver with the trajectory and speed deemed least likely to succeed in negotiating the corner.

VI. Lapping Slower Traffic

As a general rule, responsibility for safe passes of slower, lapped cars rests with the overtaking driver. However, lapped drivers are required to be aware of faster cars approaching and make adjustments to their line and speed to allow the track space required by an overtaking car to safely pass in either a straight or a corner. Once overlap is established, the passing rules apply and responsibility for avoiding contact rests with both drivers. If overlap is difficult to determine - responsibility rests with the driver of the overtaking car. If in doubt, wait.

It is nearly always safest and easiest for the car being lapped to leave room on the inside for the overtaking car to safely pass. The drivers of cars being lapped must drive predictably, using car posture and track position to clearly show their intent when approaching a corner.

VI. Lapping Slower Traffic (continued)

For example, a move to the outside at corner entry will indicate to an approaching driver your intent to leave the inside open. Closing the door after inviting the overtaking car to the inside is confusing and dangerous. It is the responsibility of the overtaking driver to assess the probable line and trajectory of the slower car and plan the pass accordingly.

Drivers of slower cars must use their mirrors to be aware of approaching traffic and decide prior to corner entry if adjustments to their speed or line are necessary to allow an overtaking car to pass safely.

If two overtaking cars come upon two slower cars racing for position, the two slower cars are not required to accommodate the faster cars with a special deviation in speed or line. The overtaking cars remain fully responsible for negotiating the traffic in a safe and courteous way that does not impact on the racing of the slower cars, if in doubt, wait!

VII. On-Track Behavior During Warm-Up and Qualifying Sessions

All of the above rules applying to on-track behavior also apply during warm-up and qualifying sessions. However, since the sessions are not races, drivers are expected to allow faster cars to pass without interference. Of course, you'll be faster with clear track and not driving the defensive "race" line.

Blocking or poor driving during warm-up or qualifying will be penalized in the same manner as in a race.

VIII. Incident Review

Incident Review Board (IRB)

All incidents will be reviewed by a PRC Incident Review Board (IRB). Incident Review Board members will be determined by the Race Director.

Incidents Without Contact, e.g., Blocking, General Violations ~~and Spinning~~

a) Blocking and general violations:

If a driver feels that another driver was blocking, violating these rules or otherwise driving in an unsafe manner, the driver may bring what he or she feels is supporting video evidence to the PRC Chief Steward. The driver must specify what he or she feels is the exact nature of the violation, and describe where it occurred/occurs in the provided video. Drivers are NOT allowed to simply provide a one-minute video and say "watch this video, this driver blocks me multiple times."

~~b) Spinning:~~

~~In any session (including a race), if a car spins, it must report to the PRC black flag station (not the NASA black flag station) after exiting the track at the first opportunity to enter the pit area.~~

VIII. Incident Review (continued)

Incidents Without Contact, e.g., Blocking, General Violations ~~and Spinning~~ (Continued)

~~b) Spinning (continued):~~

~~It is the driver's responsibility to know where the PRC black flag station is located (it will be announced in the drivers' meeting prior to each race). A spin where the driver has reported to the black flag station does not need further incident reporting.~~

Incidents with Contact

If there is contact during a session, the driver(s) involved must obtain a blank PRC Incident Review Form from the PRC Chief Steward. This form must then be filled out and provided to the PRC Chief Steward, along with any/all of the other types of information required by these rules (e.g., video memory card(s)).

Incident Review is a multi-step process generally consisting of data collection (including Incident Review Forms and video evidence), a PRC Incident Review Board (IRB) meeting, and the communication of their findings.

The Chief Steward will begin data collection immediately after the incident. Drivers should bring pertinent information (e.g., video cards) with them when they report the incident along with completed Incident Review Forms as follows.

- Video evidence should be provided from all cars/cameras with footage of the incident.
- Incident Review Forms should include details from all involved drivers and witnesses.

As appropriate, the IRB will review videos and written reports, and may also include driver interviews (which may include interviews of drivers not immediately involved in the incident).

Example IRB review questions for lead car:

- Was it on a clear line?
- Did the driver make a single clear move before the braking zone?
- Did the driver leave adequate racing room?
- Did the driver make speed and trajectory adjustments for a safe pass?
- Did the driver maintain control?

VIII. Incident Review (continued)

Incidents with Contact (continued)

Example IRB review questions for passing car:

- Was physical overlap achieved at any point in the braking zone or turn in?
- Did the driver make speed and trajectory adjustments for a safe pass?
- Did the driver leave adequate racing room?
- Did the driver maintain control?

The IRB will reach a conclusion regarding the cause of the accident, who or whom is at fault and penalties to be assessed. In most cases, the conclusion(s) regarding an incident will be reached within 48 hours.

The IRB will attempt to personally communicate the conclusions to all drivers involved in an incident.

A published Penalty Report will be emailed to the entire PRC membership (regardless of attendance at the event where the incident occurred) after a race weekend. This report will include the conclusions from all incidents and the penalties assessed.

IX. Driver Penalties

PRC Driver Penalty Structure

The PRC uses a point system for driver penalties. Penalty points are assigned based upon the information provided below.

a) Penalty Point Accumulation and Driver Suspension

- More than one driver may be penalized in any incident.
- Penalty points expire after eleven months. The start date is the date of the incident.
- Any 3-point penalty will result in suspension for the remainder of the event (the driver will no longer be allowed on track that weekend in any session or race).
- As soon as a driver accumulates six or more points, the driver is suspended until enough points expire for the driver to have less than six points.

PRC Driver Penalty Guidelines

a) Penalties without points assigned:

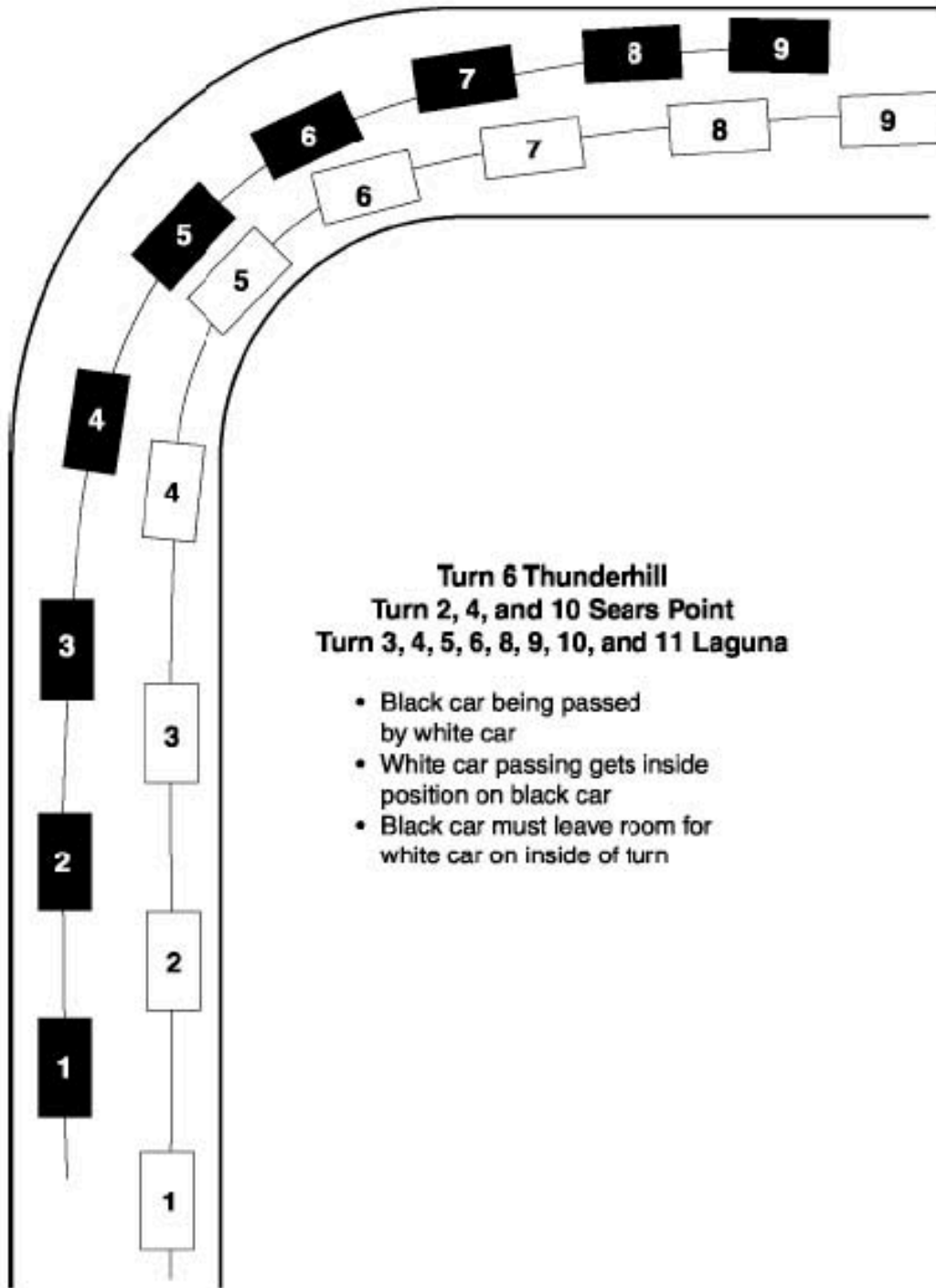
- ~~If a driver spins and immediately comes to the PRC black flag station, no penalty points will be assigned.~~
- If a driver is found to have gone 3-wide at race start, a 30-second penalty will be applied to the driver's finishing time. No penalty points will be assigned.
- No penalty points are assigned if a driver goes four wheels off the track surface. ~~In this instance the driver is advised to go to the PRC black flag station to check for damage but it is not mandatory.~~
- Contact resulting in minor cosmetic damage.

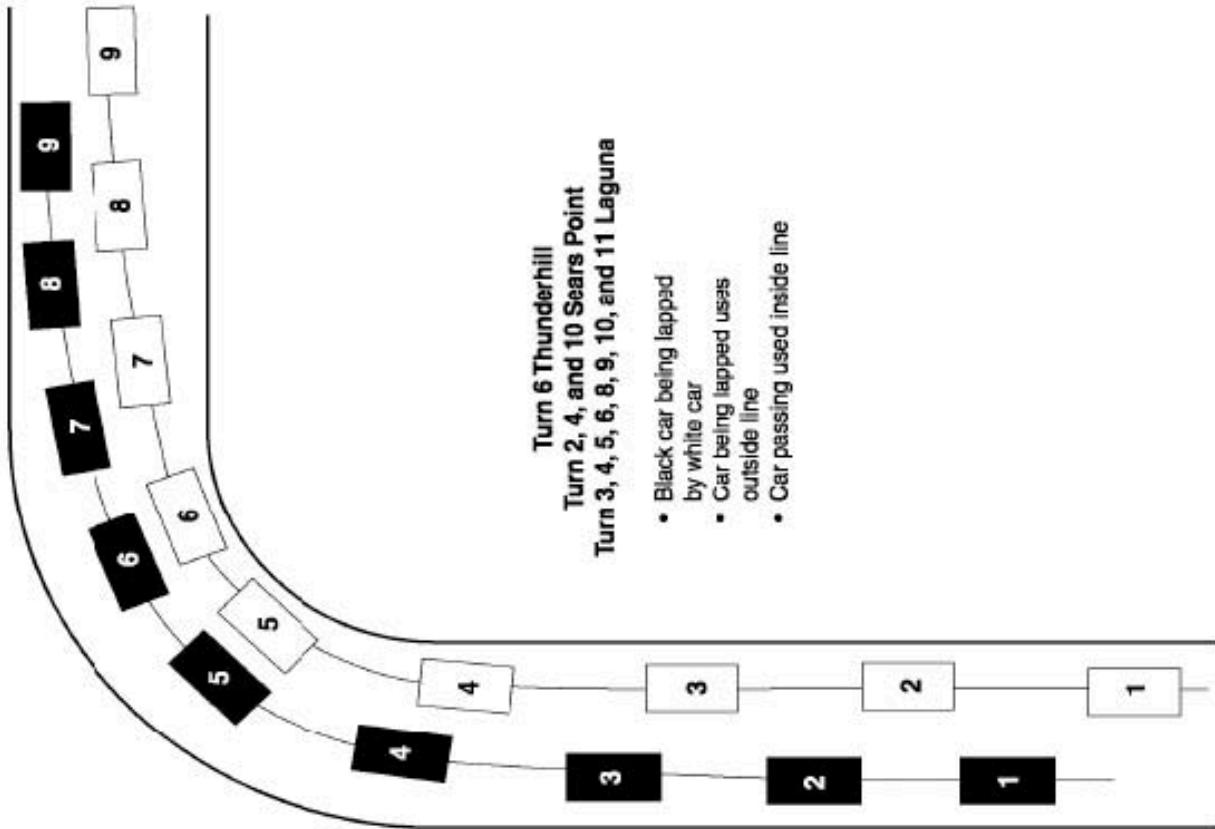
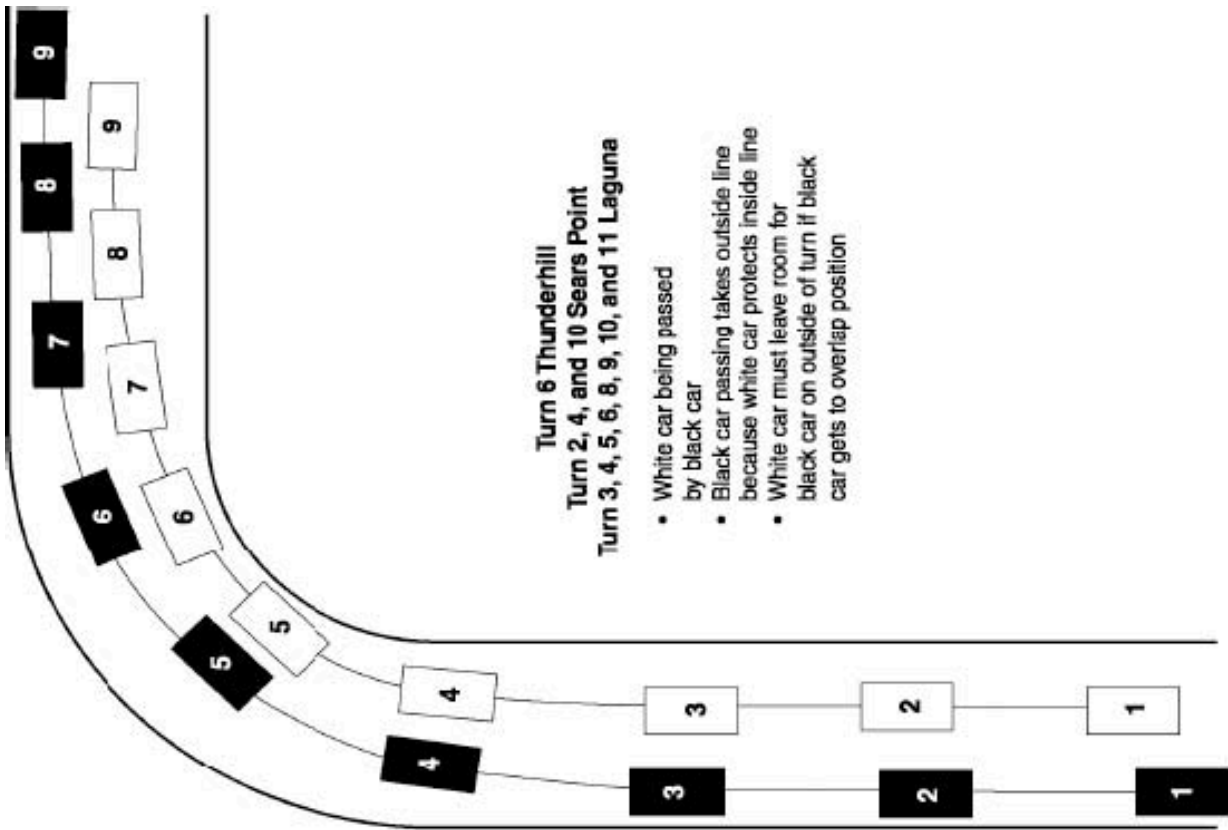
IX. Driver Penalties (continued)

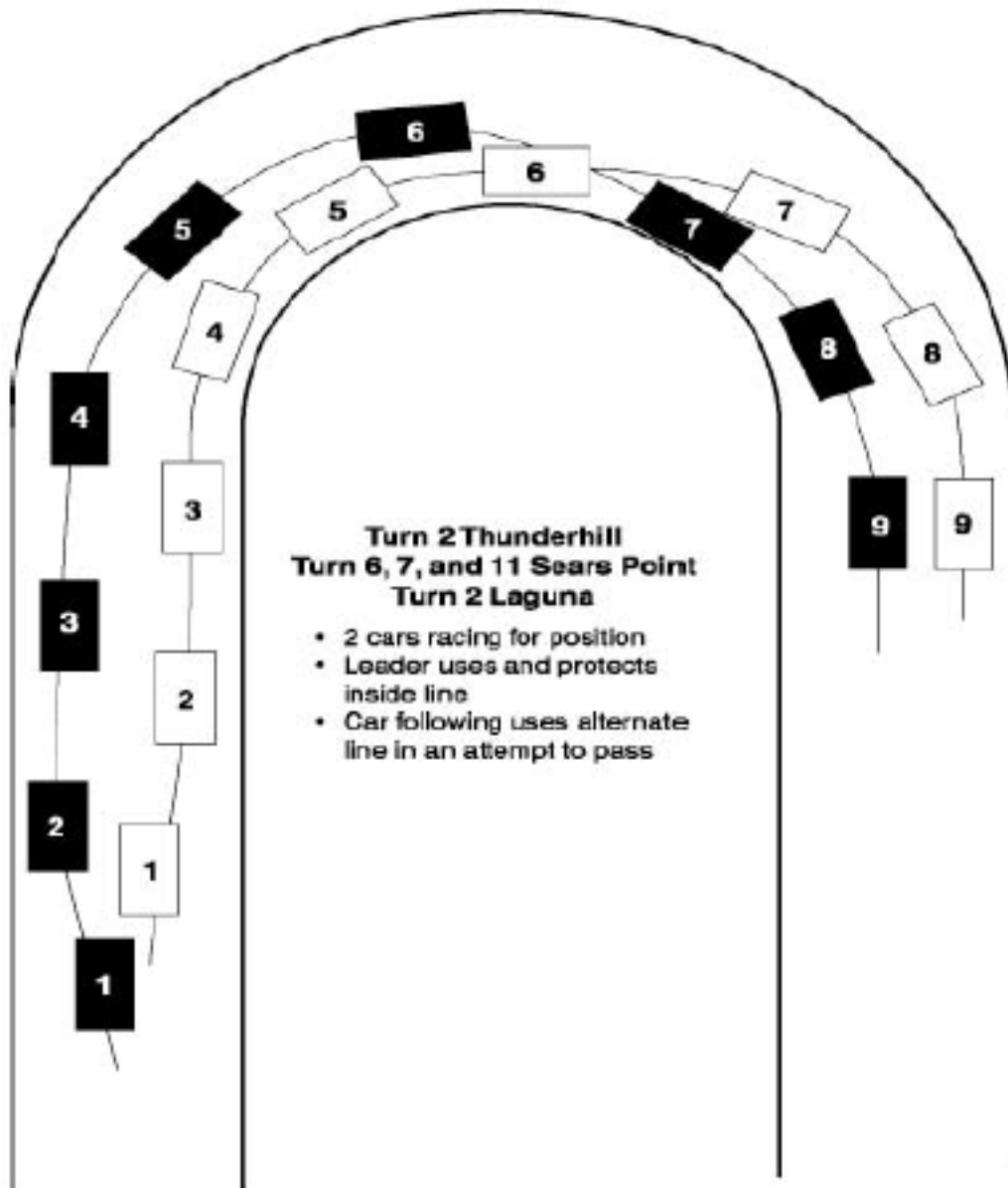
PRC Driver Penalty Guidelines (continued)

- b) A 1-point penalty is assigned to the driver(s) at fault for:
- Unsafe or bad behavior on or off track or a violation of these Rules that does not result in damage other than minor cosmetic damage to another car.
 - Unsafe pass.
 - Running another car off track.
 - Blocking.
 - ~~Failure to report to the black flag station after a spin.~~
- c) A 2-point penalty and DQ in a race or qualifying session is assigned to the driver(s) at fault for:
- Unsafe or bad behavior on track or a violation of these Rules resulting in damage to another car more than minor cosmetic damage.
 - Passing under a yellow flag.
 - Failing to report to the Chief Steward after an incident.
 - Contact resulting in major cosmetic or minor functional damage.
- In addition, if the offense occurs during qualifying, the qualifying time will be disallowed, and the driver must start at the back of the grid.
- d) A 3-point penalty, disqualification in the race or session at issue and suspension for the remainder of the weekend is assigned to the driver(s) at fault for:
- Passing under a red flag (or ignoring a red flag).
 - An unsafe pass of safety vehicles (this condition is determined by the safety vehicle personnel, not the IRB).
 - Contact resulting in major functional damage.

Not all potential infractions are identified above. The IRB may penalize a driver for other improper behavior or infractions not specifically identified herein. In determining the penalty for behavior or infractions not specifically identified above, the IRB shall use the above-listed penalties as guidelines. More or fewer points may be assigned based on the incident review.







Appendix E: Spec 911 Dynamometer Test Summary Form

OWNER AND CAR INFORMATION

Name of Owner _____ Logbook Issuer and Number _____ PRC Car Number _____ Displacement (Liters) _____

Induction and Exhaust System Description _____

DYNAMOMETER SYSTEM INFORMATION

Dynamometer Shop Name _____ Dynamometer Shop Address _____

Dynamometer Shop Telephone Number _____ Dynamometer Manufacturer/Description _____

DYNAMOMETER TEST PROCEDURE

- a) At least three separate, reproducible pulls shall be made during the test.
- b) The engine must be at normal operating temperature.
- c) The rear tires must be inflated to at least 35 psi.
- d) The vehicle must be tested in the gear producing the highest horsepower readings.
- e) SAE J1349 Rev Jun 90 correction shall be used, along with a smoothing factor of 5.
- f) Dynamometer graphs shall show horsepower and torque on the Y-axis(vertical) and engine RPM on the X axis.
- g) An inductive pickup or other direct sensor shall be used to measure engine RPM, not via the ECU/OBD port or from calibration from the vehicle's tachometer.
- h) The numeric table of horsepower and RPM (in 500 rpm increments) must be printed out for the highest HP graph.

DYNAMOMETER TEST RESULTS (from test with the highest max. bhp; please round to nearest whole number)

Testing Range (check one): Graph shows decreasing power for 1500 rpm from the peak horsepower level.

Engine reached the rev limiter during these runs.

Maximum Horsepower _____ Maximum Torque _____ RPM at Maximum Horsepower _____

Horsepower at 500 rpm increments above/below Max HP: circle the three highest:

Above: 500 rpm _____ 1000 rpm _____ 1500 rpm _____ 2000 rpm _____ 2500 rpm _____ 3000 rpm _____

Below: 500 rpm _____ 1000 rpm _____ 1500 rpm _____ 2000 rpm _____ 2500 rpm _____ 3000 rpm _____

Average bhp = (Sum of Max. bhp plus three highest other data points) _____ /4 = _____

SIGNATURES

Car Owner

Date

Dynamometer Operator

Date

Appendix F: PRC Incident Review Form

PRC CAR CONTACT

Personal Information

Your Car
Name

Car Number

Phone

The Other Car
Name

Car Number

Other Cars Involved

Event Information

Date _____

Track _____

Session Practice

Qualifying

Race

The Contact (circle all that apply)

Contact occurred **straight** / turn in / mid-corner / exit

My car was **ahead** / behind / along side the other car

I was **passing the other car** / being passed / neither passing or being passed

Contact to my **left** / right / front / side / rear

Contact to the other car's **left** / right / front / side / rear

The contact forced **me** / the other car / multiple cars ... off the racing surface / to spin / neither

The contact resulted in **me being passed** / me passing the other car / no change

Contact resulting in **minor cosmetic (1 pt)** / major cosmetic & minor functional (2 pt) / major functional (3 pt) damage

Contact Assessment

Were you the lead or passing car?

Lead Car

Passing Car

Lead Car

Car on a clear line?

Yes

No

Did the driver make a single clear move before the braking zone?

Yes

No

Did the driver leave adequate racing room?

Yes

No

Did the driver make speed and trajectory adjustments for a safe pass?

Yes

No

Did the driver maintain control?

Yes

No

Passing Car

Was physical overlap achieved at any point in the braking zone or at turn in?

Yes

No

Did the driver make speed and trajectory adjustments for a safe pass?

Yes

No

Did the driver leave adequate racing room?

Yes

No

Did the driver maintain control?

Yes

No

At Fault

Car at fault?

Lead Car

Passing Car

Have you talked to the other driver?

Yes

No

If so, are you satisfied with the result of the conversation?

Yes

No

If necessary, provide any further explanation and diagrams on the back of this sheet. Present any signed witness statements, cued video clips, or other evidence to the Incident Review Board (IRB) before they meet. Find a member of the IRB and show them your damage with any video.