



Porsche Racing Challenge Series



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2012 EDITION

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I. Introduction

This document describes the rules for the Porsche Racing Challenge Series. These rules are not merely guidelines, but an actual listing of driver and vehicle requirements and allowed modifications. All Porsche Racing Challenge Series cars and drivers must conform to all of National Auto Sport Association, Incorporated's Club Codes and Regulations, except for those items described within this document, or in other documents specifically referenced herein. Any vehicle modifications not expressly allowed shall be prohibited.

Where conflicts between the rules found in the National Auto Sport Association, Incorporated's Club Codes and Regulations and these rules, these rules shall supersede the conflicting rules found in the National Auto Sport Association, Incorporated's Club Codes and Regulations. However, in the interest of safety and competitive fairness, any participant that determines a conflict exists shall immediately report it to the Porsche Racing Challenge Series administration, for clarification.

II. Admonishment

Porsche Racing Challenge Series drivers are admonished to periodically review the National Auto Sport Association, Incorporated's Club Codes and Regulations, as well as all other documents specifically referenced herein. Drivers should note that these documents usually change on an annual basis, and are typically available on the Internet.

III. Intent of Porsche Racing Challenge Series

The Porsche Racing Challenge Series is intended to provide high quality racing events for Porsche racing cars at select National Auto Sport Association, Inc. events. Porsche Racing Challenge Series participants shall have an exclusive run group or groups at these events. Competition in these groups is based upon a simple classification system, and class-based awards are presented after every race.

IV. Definitions, References and Acronyms

NASA	Refers to the National Auto Sport Association, Incorporated.
CCR or NASA CCR	Refers to the published Club Codes and Regulations of the National Auto Sport Association, Inc. Unless otherwise specified within this document, the NASA CCR for the current calendar year shall be the reference document.
Porsche Racing Club	Refers to the organization with the same name.

IV. Definitions, References and Acronyms (continued)

PRC	Is an acronym for the Porsche Racing Club.
Porsche Club of America	Refers to the organization with the same name.
PCA	Is an acronym for the Porsche Club of America.
PCA Club Racing	Refers to the racing program organized and sanctioned by the Porsche Club of America.
PCA Club Racing Rules	Refers to the racing program rules published by the Porsche Club of America. Unless otherwise specified within this document, the PCA Club Racing Rules for the current calendar year shall be the reference document.

V. Administration and Sanctioning

Porsche Racing Challenge Series events are sanctioned by NASA. NASA will appoint one or several administrators to oversee the series' activities, including adherence to all rules. All decisions made by the Porsche Racing Challenge Series administration are final, except under certain conditions as specified in the NASA CCR. Appointed Porsche Racing Challenge Series administrators are listed on the PRC web site.

VI. Competition Classification System

The Porsche Racing Challenge Series includes a family of Grand Touring (GT) Classes, a Stock/Production Class, and a Spec 911 Class for Porsche 911 cars with a limited set of allowed modifications.

Any vehicle modifications not specified within this document, the NASA CCR or the PCA Club Racing Rules are not allowed.

a) Porsche Racing Challenge Series GT Classes

This family of classes is similar to that specified for PCA Club Racing. In addition, the Porsche Racing Challenge Series GT Limited Class provides 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 911 Spec Classes.

Any vehicle modifications not specified within this document, the NASA CCR or the PCA Club Racing Rules are not allowed. The following paragraphs describe the classification system for Porsche Racing Challenge GT Classes:

PRC-1

Equivalent to PCA Club Racing Classes GT-1R and GT-1S.

PRC-2

Equivalent to PCA Club Racing Classes GT-2R and GT-2S.

PRC-3

Equivalent to PCA Club Racing Classes GT-3R and GT-3S.

PRC-4

Equivalent to PCA Club Racing Classes GT-4R and GT-4S.

PRC-5

Equivalent to PCA Club Racing Classes GT-5R and GT-5S.

PRC-6

Equivalent to PCA Club Racing Classes GT-6R and GT-6S.

PRC-GTA

Equivalent to PCA Club Racing Classes GTA1-2.

PRC-GTB

Equivalent to PCA Club Racing Classes GTB1-2.

PRC-GTC

Equivalent to PCA Club Racing Classes GTC1-5.

PRC-GTP

Equivalent to PCA Club Racing Classes GTP1-GTP6.

VI. Competition Classification System (continued)

PRC-GTL

The purpose of the GT Limited 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 modifications allowed/required for this class are described in Appendix B. Modifications not specifically listed in Appendix B, or elsewhere in this document, are prohibited for cars in the GT Limited Class.

- b) Porsche Racing Challenge Series Stock/Production Classes

PRC-PROD

Equivalent to corresponding PCA Club Racing Stock and Prepared Classes A-L.

- c) Porsche Racing Challenge Series Spec 911 Class

PRC-GTS

Referred to as the Spec 911 Class. This is a unique Porsche Racing Challenge Series classification for Porsche 911 racing cars with a limited set of modifications. The modifications allowed/required for this class are described in Appendix A. Modifications not specifically listed in Appendix A, or elsewhere in this document, are prohibited for cars in the Spec 911 Class.

VII. Safety Equipment Requirements

- a) Fuel Cell

Fuel cells are not required, but are strongly recommended for all cars. Fuel cells must meet the requirements of the PCA Club Racing Rules or the NASA CCR. Porsche Racing Challenge Series participants must check their fuel cells annually to ensure compliance.

- b) Chassis and Roll Cage

All Porsche Racing Challenge Series cars must have roll cages. Chassis and roll cages must meet the requirements of the PCA Club Racing Rules or the NASA CCR.

- c) Window Nets/Plastic Windows

- i. Window Nets

All cars, other than those covered in Section VII.c.ii below, must be equipped with a driver's side window net which meets the requirements specified in the NASA CCR, Section 15.

VII. Safety Equipment Requirements (continued)

c) Window Nets/Plastic Windows (continued)

ii. Plastic Windows

GT cars may run with plastic side windows in place, with or without a sliding opening panel, provided that the plastic windows are removable from the outside in an emergency and that the plastic side window has no metal that could pose a safety hazard. The plastic window must have been designed, built and marketed for motorsports by a recognized manufacturer and approved by an appointed Porsche Racing Challenge Series administrator (no "home-built" windows).

d) Seat Back Brace/Support

All cars shall meet the requirements specified in the NASA CCR, Section 15.

e) Steering Wheel Lock

Removal of factory installed steering wheel locks is recommended.

f) Head and Neck Restraint

A head and neck restraint certified as meeting the standards of either SFI 38.1 or FIA 8858 is required. There is no expiration date for head and neck restraints; HANS devices manufactured before establishment of the SFI or FIA standards must be inspected by the manufacturer and issued a sticker if it passes. Before replacing a HANS device that does not have a certification sticker, racers should check the HANS serial number with the manufacturer and determine if it is eligible for an SFI certification sticker

g) Head Restraint— Side Impact

All cars shall meet the requirements specified in the NASA CCR, Section 15.

VIII. General Competition Vehicle Rules

a) Car Numbers and Class Designations

i. Car Numbers:

All cars must display easily readable numbers for identification. The numbers must be displayed on each side, the front and the rear of the vehicle on a contrasting background. Numbers shall be at least 8 inches high with 1-1/2 to 2 inch strokes on the sides and front and 4 inches high with a 1-inch stroke on the rear. Magnetic numbers must be securely taped in place. The distance between the numbers shall be as wide as the stroke of the numbers.

VIII. General Competition Vehicle Rules (continued)

a) Car Numbers and Class Designations (continued)

i. Car Numbers (continued):

No metallic numbers having iridescent and/or reflective properties are allowed. Reflective numbers for night driving is highly recommended and may be required at some events. No wood-grain numbers are allowed. NASA requests that 2 digit numbers be used.

ii. Class Designations

All cars must have their competition class displayed front and rear in easily readable characters at least 4 inches high. Class designations will be as follows:

PRC-1:	GT-1r, GT-1s, GT-1, 1r, or 1s
PRC-2:	GT-2r, GT-2s, GT-2, 2r, or 2s
PRC-3:	GT-3r, GT-3s, GT-3, 3r, or 3s
PRC-4:	GT-4r, GT-4s, GT-4, 4r, or 4s
PRC-5:	GT-5r, GT-5s, GT-5, 5r, or 5s
PRC-6:	GT-6r, GT-6s, GT-6, 6r, or 6s
PRC-GTA:	GT-A, GTA, GTA1, or GTA2
PRC-GTB:	GT-B, GTB, GTB1 or GTB2
PRC-GTC:	GT-C, GTC, GTC1, GTC2, GTC3, GTC4 or GTC5
PRC-GTP:	GT-P, GTP, GTP1 through GTP6.
PRC-GTL:	GTL
PRC-PROD:	A-L, based upon corresponding PCA Club Racing Class
PRC-GTS:	GTS or SP911.

b) Advertisements, Graphics, Sponsor Stickers

- i. All cars must display the required Porsche Racing Challenge Series sponsor decals in the specified locations. Porsche Racing Challenge Series administrator(s) will provide decals and location requirements at the entrant's first event.
- ii. Additional advertising and graphics may be used on the vehicles provided they are in good taste and do not interfere with the required identification marks or conflict with any of the series' sponsors.
- iii. All vehicles are required to prominently display at least four NASA decals: one (1) on the front of the car, one (1) on each side, and one (1) on the rear.

c) Data Acquisition Systems

Any type of data acquisition system is allowed.

IX. Competition Format and Rules Enforcement

Porsche Racing Challenge Series events will follow the Competition Format and Rules Enforcement procedures/ rules/processes provided in the NASA CCR. Any variations from the CCR will be described in detail in the driver's meetings at each event, and/or are described within this document, in Appendices A, B and/or C.

X. On Course Conduct

Porsche Racing Challenge Series events will follow the On Course Conduct rules provided in the NASA CCR. Any variations from the CCR will be described in detail in the driver's meetings at each event, or are described within this document, in Appendix C.

XI. Annual Rules Updating Procedures

Each season, the PRC will conduct a rules revision process. The deciding body for proposals will be a Rules Committee comprised of at least two appointed Porsche Racing Challenge Series administrators to be joined by a driver-selected representative from the PRC Spec 911 Class and a driver-selected representative from the PRC GTL Class.

PRC Spec 911 Class rules: At least two appointed Porsche Racing Challenge Series administrators, plus one representative from the PRC Spec 911 Class.

PRC GTL Class rules: At least two appointed Porsche Racing Challenge Series administrators, plus one representative from the PRC GTL Class.

The proposal, review and decision-making process will follow the same steps each season:

May 1: Porsche Racing Challenge Series administrators to provide notification on the PRC website that proposed rules changes may be submitted between May 1 and August 1. Spec 911 and GTL participants are to select PRC Rules Committee representatives by May 1 as well.

August 1: Final date for submission of rules revision suggestions along with justification for the change to the PRC Rules Committee. During August, the PRC Rules Committee will review the proposals and formulate a proposed set of revisions for the coming year.

September 1: The PRC Rules Committee proposed revisions will be published for comment on the PRC website.

XI. Annual Rules Updating Procedures (Continued)

- October 1: Final date for submission of comments to the PRC Rules Committee. At the sole discretion of the PRC Rules Committee, a meeting to discuss the proposed revisions may be scheduled. If so, it will be announced on the PRC website. During October, the PRC Rules Committee will finalize revisions for the coming season.
- November 1: The PRC Rules Committee will publish final planned revisions for the proceeding season on the PRC website. These changes will not become final until approved by NASA.

Appendix A: Porsche Racing Challenge Spec 911 Class

I. Introduction/Overview

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. Importantly, the drive trains are basically stock, and the only modifications allowed are designed to equalize the performance of the cars. These specifications were established through years of experience and extensive testing under racing conditions.

The definition of “stock” where used in these rules requires that the components under definition remain stock. No material can be removed for any purpose except to restore the component to serviceable condition as described by relevant Porsche Technical documentation. No material can be added; no re-allocation of weight or material can be performed. No material can be substituted for another material of similar geometry.

Except where freedoms allowed within these rules apply – all original equipment Porsche components are required to remain in stock condition.

Some examples of modifications that are not allowed are: shaving of rain gutters, addition of aerodynamic devices other than specified in the rules, holes in body panels to direct airflow for downforce such as vented hoods or fenders.

II. Chassis, Body and Interior

- a) Any Porsche 911 chassis up to 1989 is allowed except for the turbo or turbo-look body shell.
- b) Minimum weight of cars with drivers is as follows: cars with 2.7 engines 2300lbs, cars with 3.0 and 3.2 engines 2350lbs, cars with 3.0 engines and 3.6 intake plenums 2400lbs. These weights are at the end of any qualifying or racing session.
- c) Bolt on fiberglass and composite replacements of front and rear bumpers, rear deck lids/tails, front fenders, and front hood are allowed. Bonded or glued fiberglass or composite sunroof “plugs” and fender flares are allowed. Fiberglass or composite rear fender flares may include most of the rear fender as long as steel remains around the perimeter of the fender. Substitution of other parts such as fiberglass or composite roofs, doors, and rear quarter panels are not allowed. Fender flare configuration is free.
- d) 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.

Appendix A: Porsche Racing Challenge Spec 911 Class (continued)

II. Chassis, Body and Interior (continued)

- e) Rear wing choices include: 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.
- f) Any front air dam may be used as long as it does not extend forward of the stock front bumper (excluding bumperettes).
- g) Interior modifications are free. Any interior modifications must adhere to the NASA CCR.
- h) Electrical system is free.
- i) Instrumentation is free.

III. Engine and Transmission Specifications

- a) All engines must run a standard 91 octane pump gas. No exotic race fuels are allowed. 92 octane is also permitted, as 91 octane is not available at all tracks.
- b) 2.7 liter engine specs
 - i) Allowable intake systems are: 40 or 46mm Weber or PMO carbs, CIS from any year, Bosch MFI from 1969-1973 (not high butterfly or slide valve), 3.2 intake manifold with any throttle body and airflow meter, "straight-through" fuel injection systems with individual throttle bodies no larger than 46mm (e.g., TWM, Jenvey, etc.), 3.6 intake manifold from 1989-1995 911 with any throttle body(s). Slide valve intakes are prohibited.
 - ii) Exhaust system can be any header system with a maximum primary tube size of 1.5" Outside Diameter and must conform to the noise restrictions of the tracks.
 - iii) Crankshaft: stock 70.4mm stroke.
 - iv) Crankcase: any 911 crankcase and machining of any kind is allowed.
 - v) Pistons and cylinders: maximum of 90mm bore and maximum compression ratio of 9.25:1.
 - vi) Rods: stock with aftermarket rod bolts.
 - vii) Cylinder Heads: stock, maximum port sizes of 39mm intake, 36mm exhaust and valve sizes of 46mm intake, 40mm exhaust.
 - viii) Camshafts: 911S, Elgin mod-S, or GE60.
 - ix) Valve springs & retainers are free.
 - x) Ignition system is free as long as it is single plug per cylinder.
 - xi) Engine oil system and cooling is free.

Appendix A: Porsche Racing Challenge Spec 911 Class (continued)

III. Engine and Transmission Specifications (continued)

- c) 3.0 liter engine specs
 - i) Allowable intake systems are: 40 or 46mm Weber or PMO carbs, CIS intake manifold from any year and with any fuel injection system, Bosch MFI from 1969-1973 (not high butterfly or slide valve), 3.2 intake manifold with any throttle body and airflow meter, "straight-through" fuel injection systems with individual throttle bodies no larger than 46mm (e.g., TWM, Jenvey, etc.), 3.6 intake manifold from 1989-1995 911 with any throttle body(s). Slide valve intakes are prohibited.
 - ii) Exhaust system is any header system with a maximum primary tube size of 1.5" Outside Diameter and must conform to the noise restrictions of the tracks.
 - iii) Crankshaft: stock 70.4mm stroke with 9-bolt flywheel configuration.
 - iv) Crankcase: any 911 case and machining of any kind is allowed.
 - v) Pistons and cylinders: any stock CIS 911 SC 95mm bore. Replica pistons from Rothsport Racing are allowed.
 - vi) Rods: stock with aftermarket rod bolts.
 - vii) Cylinder Heads: maximum port sizes of 39mm intake, 35mm exhaust and valve sizes of 49mm intake and 41.5mm exhaust. Small intake port 3.0 liter heads may have cylinder head material removed to match the port shape and dimensions of the large, stock 3.0 intake port.
 - viii) Camshafts: stock 911SC.
 - ix) Valve springs & retainers are free.
 - x) Ignition system is free as long as it is single plug per cylinder.
 - xi) Engine oil system and cooling is free.

- d) 3.2 liter engine specs
 - 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 system is any header system with a maximum primary tube size of 1.5" Outside Diameter and must conform to the noise restrictions of the tracks.
 - iii) Crankshaft: stock 74.4mm stroke.
 - iv) Crankcase: any 911 case and 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. Due to required use of 91 or 92 octane fuel, the actual measured compression ratio may not exceed 9.8 to 1.
 - vi) Rods: stock with aftermarket rod bolts.

Appendix A: Porsche Racing Challenge Spec 911 Class (continued)

III. Engine and Transmission Specifications (continued)

- d) 3.2 liter engine specs (continued)
 - vii) Cylinder Heads: stock, maximum port sizes of 40mm intake, 38mm exhaust and valve sizes of 49mm intake and 41.5mm exhaust.
 - viii) Camshafts: stock 911 3.2 Carrera.
 - ix) Valve springs & retainers are free.
 - x) Ignition system is free as long as it is single plug per cylinder.
 - xi) Engine oil system and cooling is free.

IV. Transmission and Clutch Specifications

- a) The transmission must be a Porsche 915 up through 1986 models. 1987-89 cars may use the Porsche G-50 transmission. The transmission must use Porsche design synchronizers.
- b) Differential is free.
- c) Clutch package is free. An unmodified stock flywheel must be used in all transmissions.
- d) Transmission cooler's, lubrication, and shift linkage is free.
- e) The 915 transmission must use an 8:31 final drive ratio. The G-50 transmission must use the 9:31 final drive ratio.
- f) The following gear ratios are acceptable in any combination:

	<u>915 Transmission</u>	<u>G-50 Transmission</u>
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	28:23	36:32

V. Suspension Specifications

- a) The Stock suspension pivot axis must be maintained by any suspension components.
- b) Front spindle height is free, struts must be original equipment components manufactured by Boge, Bilstein or Koni with the location of the spindle as standard or relocated. Additional reinforcement is acceptable. The retaining system for the original equipment shock absorber insert must be used. Custom fabricated strut housings are not permitted.

Appendix A: Porsche Racing Challenge Spec 911 Class (continued)

V. Suspension Specifications

- c) Front and rear shock absorbers must be of the same configuration as standard. Maximum of two (2) external force adjustment features per shock absorber.
- d) Torsion bars only front and rear.
- e) Suspension bushings are free. Front camber plate / castor plate design is free.
- f) Stock 911 rear control arms only, 930 rear control arms are not allowed.
- g) Adjustable rear spring plates are free.
- h) Anti-roll bar (sway bar) systems are free.
- i) Alignment settings are free, except track width can only be increased from stock by .25 inches per side. Track width, as measured with standard toe plates, must not exceed 64.5 inches in front, and must not exceed 66.6 inches in the rear.

VI. Tires and Wheels

- a) Wheels are any 7x16 front any 8x16 rear.
- b) Tires are the Toyo RA1 or R888 225/50-16 front and the 245/45-16 for the rear.

VII. Brakes

- a) Any brake caliper, pad and rotor combination are legal as long as they fit inside the required wheel size and the rotors are made of steel.
- b) Brake lines, pad material, removal of dust shields, air ducting, master cylinder, brake balance control and fluid are free.
- c) E-brake, parking brake or hand brake system is not required.

VIII. Starting Order, Trophy Weight and Post Race Impound

- a) The grid will be determined by qualifying speed order with fastest 6 cars being re-ordered by a draw process at the drivers meeting after qualifying. The top 6 qualifiers will draw, in qualifying order, a number out of a hat. This process will be repeated for both the Saturday and the Sunday race.
- b) Rookies will start at the back of the grid until they and the Race Steward feels enough experience has been obtained to start in the position they achieve based on speed, or by the draw process. The definition of a rookie is anyone who has not previously raced in the Porsche Racing Challenge Series.

Appendix A: Porsche Racing Challenge Spec 911 Class (continued)

VIII. Starting Order, Trophy Weight and Post Race Impound (continued)

- c) Trophy Weight will be awarded as the equalizing factor for car performance potential. Trophy Weight will be added on the following scale:

For each win, increase minimum weight by 75 lbs.

For each 2nd place, increase minimum weight by 50 lbs.

For each 3rd place, increase minimum weight by 25 lbs.

Minimum weight, including all Trophy Weight, can never exceed 2550 lbs.

- d) Drivers will display their Trophy Weight on the windshield using decals supplied by the Porsche Racing Challenge Series Administration.
- e) The Trophy Weight must be carried in all qualifying and race sessions.
- f) Drivers must carry Trophy Weight until their first non-podium finish, at which time the Trophy Weight will be reduced by 25 lbs per non-podium finish.
- g) Post race impound: after each race, cars will be required to proceed to the impound area where they can be weighed and inspected. Failure to present your car to the PRC technical official will be considered as withdrawal from the race, and your car number will be re-posted as DNF (did not finish) for the race. Results will not be considered official until the impound area is cleared by the responsible technical official. Cars may be released at the discretion of the technical official without being weighed or officially inspected.

IX. Championship Point Structure

- a) Qualifying - 10 points for 1st, 9 pts for 2nd, 8 pts for 3rd, etc.
- b) Race - 20 points for 1st, 19 pts for 2nd, 18 pts for 3rd, etc.
- c) Each entrant will have a maximum of seven points races counted toward the championship. If an entrant has more than seven races they may chose which race(s) to drop from their total.
- d) The Spec 911 Class Champion will be the driver who has scored the most points in the season of Spec 911 Class racing.

Appendix A: Porsche Racing Challenge Spec 911 Class (continued)

X. Grandfathering

- a) Any chassis that was raced in a Spec 911 Class race prior to November 2011 is eligible for grand fathering of systems and components that are not in compliance with 2012 rules.
- b) Conditional grandfathering of non-compliance will be noted in the vehicle logbook prior to the first Spec 911 Class race entered in 2012. Conditional grandfathering is non-transferable and applies only when the vehicle and driver in 2012 is the same vehicle and driver from 2011.
- c) All cars with automatic and/or conditional grandfathering must be in full compliance with the 2012 rules by the first race of 2013.
- d) Any car that podiums with conditional grandfathered components or systems will receive Trophy Weight equal to a 1st place finish, and will carry that additional Trophy Weight for the duration of the season – or until such time that the car is in full compliance with 2012 Spec 911 Class rules.
- e) Should the same car podium a second time, an additional 1st place Trophy Weight will be added, bringing the car to maximum Trophy Weight. The vehicle will carry the Trophy Weight for the remainder of the season – or until such time that the car is in full compliance with 2012 Spec 911 Class rules.

XI. Rules Enforcement

A car that is determined not to be in compliance with the 2012 Spec 911 Class technical regulations will be subject to exclusion from the preceding qualifying session or race. If the exclusion is from a qualifying session the car will be moved to the appropriate GT category and the driver will take a start position in the GT field based on their qualifying speed. Qualifying points will not be awarded to that driver.

A car that is excluded from a Spec 911 Class race will have their car number scored as a DSQ (disqualified), and the logbook will be noted with the infraction. No points will be allocated to the driver for that race – including any qualifying sessions used to establish start positions for that race. The car will not be accepted as an entrant for any subsequent Spec 911 Class events until the car is restored to full compliance and a PRC Technical official has cleared the notation in the logbook.

Protests about technical compliance will be considered by the PRC Rules Committee. Adjudication of technical compliance is considered final and cannot be appealed.

Appendix B: Porsche Racing Challenge GT Limited Class

I. Overview/Purpose

The purpose of the GT Limited 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 wide range of choices, yet discourage racers from exceeding 7,000 rpm. With the 7000-rpm threshold, it is expected that engine service intervals (e.g., for replacement of rings and rod bearings) will be longer than those of race engines revving at higher levels. Thus ongoing operating costs should be lower. In addition, competitors can further reduce costs by the use of engines that run on pump gas, rather than more expensive race gas. This choice can be made within the Class rules without creating an undue disadvantage related to engine power.

The 7000-rpm threshold is achieved by restricting the available air supply via the use of stock throttle bodies and intake plenums. The available air supply is further limited due to restrictions in the exhaust headers. Racers are discouraged from exceeding 7000 rpm as the intake and exhaust air restrictions reduce power output above that level.

The specified tire is an affordable, long-lasting, professional racing slick bias ply tire that is readily available. The tire's price is similar to that of DOT competition tires and far less than racing radial slick tires.

The following rules provide specific requirements for this class-- all other requirements are specified and/or referenced in the NASA Porsche Racing Challenge Series Rules, the NASA Club Codes and Regulations and/or the PCA Club Racing Rules.

II. Basis

The PRC GT Limited Class is based upon the PCA GT2R Class. Restrictions to modifications are described below.

III. Chassis Requirements

- a) The chassis must be a Porsche 911 or 914 chassis up to 1995. 993 and later chassis types are prohibited. The chassis must have the floor pan, rocker panel longitudinal frame members and front firewall. The front firewall can be modified for installation of a fuel cell and/or oil tank.
- b) Minimum weight with driver is 2350 lbs.
- c) The chassis must meet all other requirements for GT-Class cars specified and/or referenced in the NASA Porsche Racing Challenge Series Rules.

Appendix B: Porsche Racing Challenge GT Limited Class (continued)

IV. Engine Requirements

- a) All engines must be normally aspirated and air-cooled.
- b) The maximum engine size 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, fuel injection lines, fuel rails, et cetera are free.
- g) The maximum primary header tube size of 1.625" O.D. Mufflers are free as long as the engine noise meets the restrictions of the various tracks.

V. Required Tires

Goodyear "Sports Car Special" Bias Ply Slicks:

Front Part Numbers: 1651 (23.5 x 10.5 x 16, R430 compound) or 1653 (23.5 x 11.5 x 16, R430 compound)

Rear Part Number: 1570 (25 x 13 x 16, R430 compound)

VI. Transmission Requirements

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

VII. Suspension Requirements

- a) Front suspension design use MacPherson struts.
- b) Rear suspension must use factory trailing arms.

Appendix B: Porsche Racing Challenge GT Limited Class (continued)

VIII. Championship Point Structure

- a) Qualifying: 3 points for 1st, 2 pts for 2nd, 1 pts for 3rd.
- b) Race:
 - 1st Place: 20 pts.
 - 2nd Place: 15 pts.
 - 3rd Place: 12 pts.
 - 4th Place: 10 pts.
 - 5th Place: 8 pts.
- c) Championship points will only be awarded for recognized point races. These include:
 - (i) All NASA Porsche Racing Challenge Series events, as posted on the PRC website (www.prc-racing.com).
 - (ii) All Porsche Club of America Club Racing events which are organized by the Porsche Club of America- Golden Gate Region, and are not held on dates which conflict with NASA Porsche Racing Challenge Series events.
- d) Points from recognized points races will be used in the calculation of Season Championship totals for each driver. Recognized points races will be determined and announced by the Rules Committee prior to the beginning of each season. A driver's best results from up to 75% of the total number of recognized points races shall be used for calculation of Season Championship total points. Calculations will be to one decimal place. If the second decimal place is 0.5 or greater, then rounding up will be done. If second decimal place is 0.4 or less, rounding down will be done.
- e) Trophies will be awarded to first, second, and third place finishers whenever six or more GTL cars have registered for a recognized points race as described in sub-section c) of this Section.

IX. Rules Enforcement

A car that is determined not to be in compliance with the 2011 GT Limited Class technical regulations will be subject to exclusion from the preceding qualifying session or race. If the exclusion is from a qualifying session the car will be moved to the appropriate GT category and the driver will take a start position in the GT field based on their qualifying speed. Qualifying points will not be awarded to that driver.

A car that is excluded from a GT Limited Class race will have their car number scored as a DSQ (disqualified), and the logbook will be noted with the infraction. No points will be allocated to the driver for that race – including any qualifying sessions used to establish start positions for that race.

Appendix B: Porsche Racing Challenge GT Limited Class (continued)

IX. Rules Enforcement

The car will not be accepted as an entrant for any subsequent GT Limited Class events until the car is restored to full compliance and a PRC Technical official has cleared the notation in the logbook. Protests about technical compliance will be considered by the PRC Rules Committee. Adjudication of technical compliance is considered final and cannot be appealed.

Appendix C: Porsche Racing Challenge Series Guidelines for Car-to-Car Racing

I. Overview

These notes are intended as the guideline for car-to-car, on-track conduct. Your conduct in practice and race sessions should demonstrate that you understand the purpose and intent of these guidelines. We will be looking for all drivers to accept responsibility for making safe passes.

This does not leave the track open for the Rookie or Novice drivers to drive selfishly or recklessly; we will also expect the experienced drivers to feedback their on track observations to the Stewards so that Rookie and Novice drivers can be coached and counseled for their conduct errors.

As a group we choose to race cars with dissimilar performance, some of the assumptions about auto racing conduct that apply to a grid full of similar equipment - do not apply. In our group, the fastest car on the race course might be driven at only 85% of it's potential, meanwhile mid-pack, a group of slower cars are racing at 96% of their potential — It is not reasonable for the drivers of faster cars to assume they require any special concessions from the slower cars - other than a continuous state of awareness that faster car will always be approaching and overtaking the slower cars.

The goal of these guidelines is to outline a technique that we should all employ to allow for safe and competitive racing without unreasonable sacrifices by fast or slow cars, or rookie, novice or experienced drivers.

II. Race Start Conduct

The start of the race is one of the most critically dangerous periods of the race. We have our grid full of cars in close proximity, lined up in a speed order that is never totally representative of the straight-line performance that can be decisive in the drag race away from the green flag.

We are not racing a grid full of equal cars, or cars with similar acceleration potential. As a result, our starts are even more dangerous and require higher levels of concentration and respect between the drivers. Our green flag start will be conducted in rows, 2 x 2, with a minimum of one car length between rows. The pole sitter should have completed the latter portion of the pace lap at a speed that allows the grid to form behind them.

The pole sitter will bring the field to the green flag at approximately 65mph.

Once the field is shown the green flag, racing commences for all cars through the field and safe overtaking can occur prior to the start line, by cars deeper in the field. We will be observing cars throughout the grid and looking for drivers who lag-back in an effort to get a run at the start.

Particularly those offenders who seek to run 3 wide in opportunist passes on the way to the first corner - we are not looking for our race victor from the start straight or first corner.

In an effort to maintain safety we will limit the cars to 2 wide on the start straight and through the first corner - once again; we are not looking for our race victor from the start straight or first corner.

Appendix C: Porsche Racing Challenge Series Guidelines for Car-to-Car Racing (continued)

II. Race Start Conduct (continued)

Cars will never intentionally run more than 2 wide in the corners, but can spread to 3 wide on the straights where it is safe to do so.

With the Spec cars running a separate start, Race Control is running two green flags for our group. The Spec car pole sitter should bring the field to the green flag in the same manner as the other start. We are looking for a 30 to 35 second separation to the initial group of cars.

The Spec car pole sitter should also be alert for a potential red flag. If there is an incident in the first corner of the 1st group start, the Spec cars will see no green flag, or a red flag as they approach the start line. In the case of an aborted start, the field should not accelerate and continue to follow normal flag instructions.

The guidelines for driver conduct apply to the start sequence and through the completion of the first corner, then the conduct for racing applies.

III. Similar Speed Cars Racing for Position

Responsibility for sharing the space in the corners rests with both drivers. Any move that creates an overlap between two cars will be considered a pass in process, and the adjustments required to speed and trajectory for two cars to safely negotiate the corner without contact, should be made by both drivers.

In assessment of an incident, majority blame 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. This can be an assessment of line, speed or deviations. Information will be collected from both drivers; flag marshal witness, radio communication to Race control of the incident and from any witness and any in car video if appropriate images are available.

A driver who regularly positions himself or herself on the single car qualifying line is inviting a racing line pass by similarly competitive cars. The qualifying line is not considered the racing line and an overtaking car accepting the invitation down the inside will not be unfairly assessed for racing. The car going down the inside must demonstrate they have adjusted their speed and line accordingly to allow them to safely negotiate the corner from the inside line. The driver on the outside must accept they have left the door open and the car going down the inside will need sufficient space to negotiate the turn - even at reduced speed. The car on the outside will need to adjust their speed to safely negotiate the corner without taking their qualifying line to the apex - if this is obstructed by the overlap created by the car on the inside.

IV. Lapping Traffic

In corner entry, responsibility to keep clear and avoid contact rests with the overtaking driver. This takes full advantage of the clear view that an approaching driver has of the cars ahead they are planning to overtake. Penalty could be given to an overtaking driver who makes an error not resulting in contact - but forces another car off line in avoidance.

Appendix C: Porsche Racing Challenge Series Guidelines for Car-to-Car Racing (continued)

IV. Lapping Traffic (continued)

Once the overlap is established the responsibility to keep clear and avoid contact is taken by both drivers. This shifts some responsibility to the driver being overtaken - now the other car is in close proximity and their interaction can be treated like cars racing for position as above. The driver of the lapped car must continue to adjust their line and speed in the exit to allow room for the overtaking car.

In the gray area where the overlap is difficult to determine - responsibility rests with the driver of the overtaking car. This creates an "if in doubt; wait" requirement.

If two cars are side by side in a corner and at reduced speed, a third car can not position themselves for an overtaking move in the corner exit - even if this can be achieved without running 3 cars wide. This alleviates any strategic advantage that the second of two faster cars might believe they could create during the potential delay necessary for the lead car ahead of them to safely negotiate car(s) they are lapping.

Drivers running at speeds where they will be lapped by faster cars in the practice sessions and races are required to remain on a racing line that makes allowance for the space required by an overtaking car. When an overtaking maneuver is being completed, the qualifying, or single car line, is not available to either car.

The drivers of the slower cars should position their car very carefully on the track - using car posture and track position to clearly show your intent when approaching a corner. A move to the outside will indicate to the approaching driver that you will leave the inside available. As you turn in, the move from the outside line towards the apex should continue to leave room for the overtaking car. Closing the door after inviting the overtaking car to the inside will be confusing, dangerous and contradictory to this guideline. It is nearly always safest and easiest for the car being lapped to leave the inside line open for the overtaking car. It is the responsibility of the overtaking driver to assess the probable line and trajectory of the slower car and plan their passing accordingly.

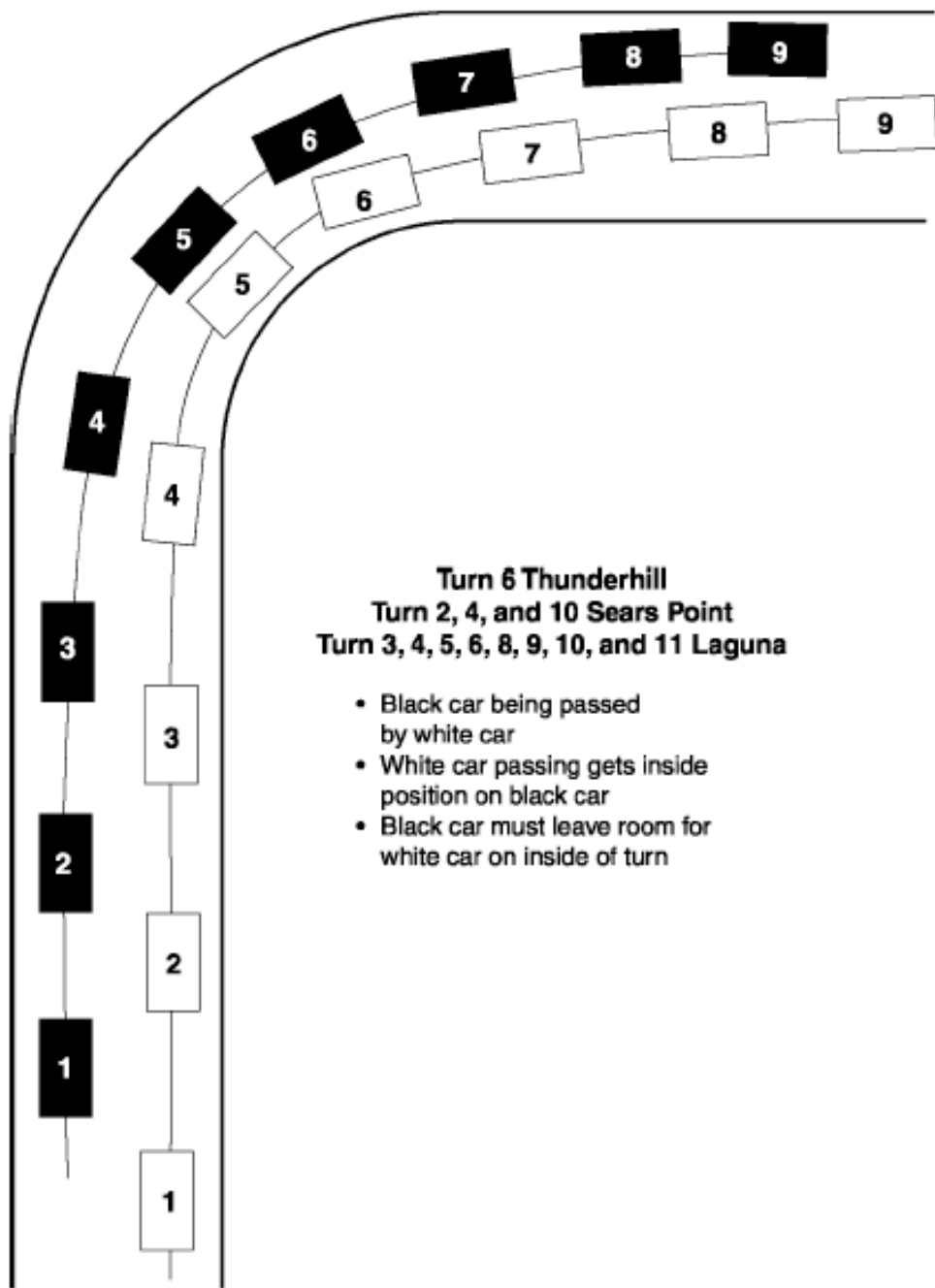
When the slower car is positioned with clarity - and the overtaking car uses good judgment, safe overtaking can be cleanly and safely executed with the minimum delay for both drivers.

The slower drivers also have control of where a pass might be attempted. Your awareness of approaching traffic will give you a choice. The slower drivers should use their mirrors to assess the approaching traffic and adjust their speed - not their line, if this will assist in allowing a faster car more opportunity to pass without hazard. The slower cars should not be making regular or dramatic variations of speed, they should use judgment to help reduce the hazard caused by extending any overtaking maneuvers too deep into a braking zone, or too deep into corners where both cars might otherwise enter at unadjusted speed. This straight-line speed adjustment is a courtesy factor and more predictable and manageable than changing line.

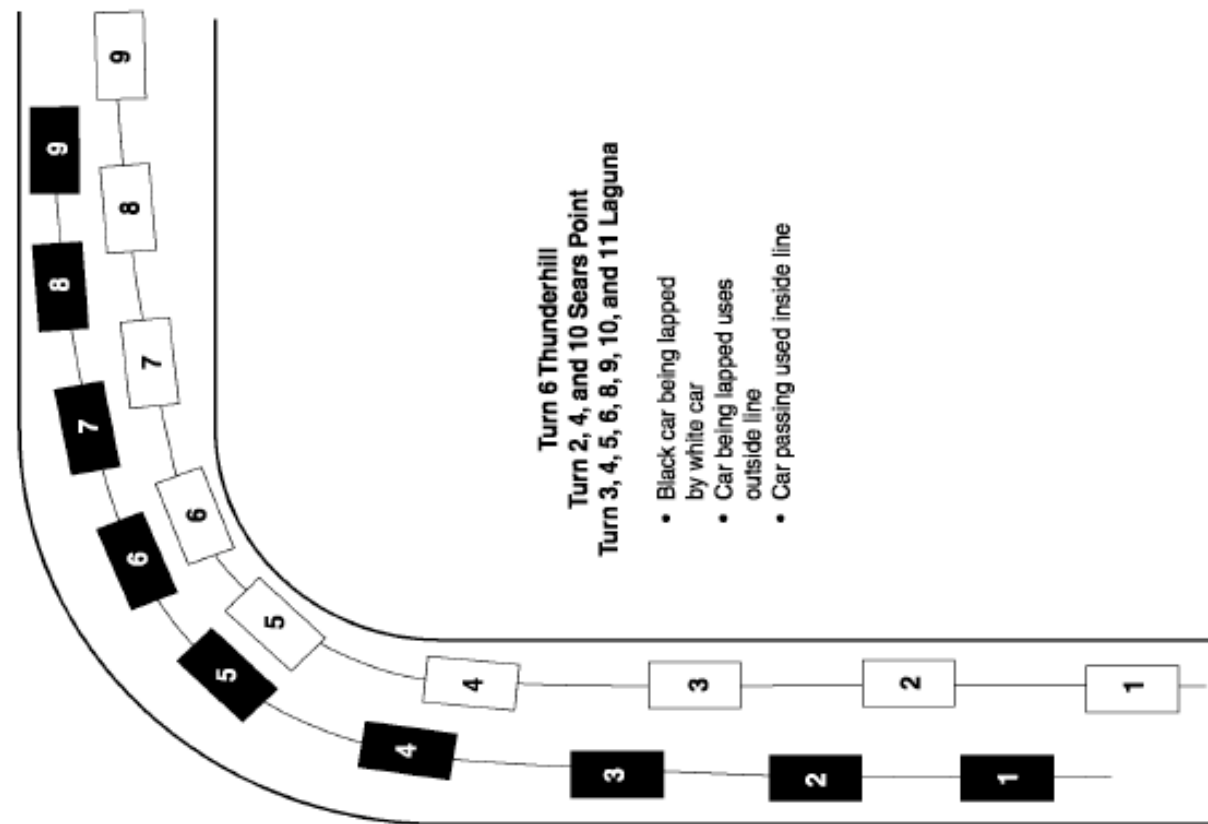
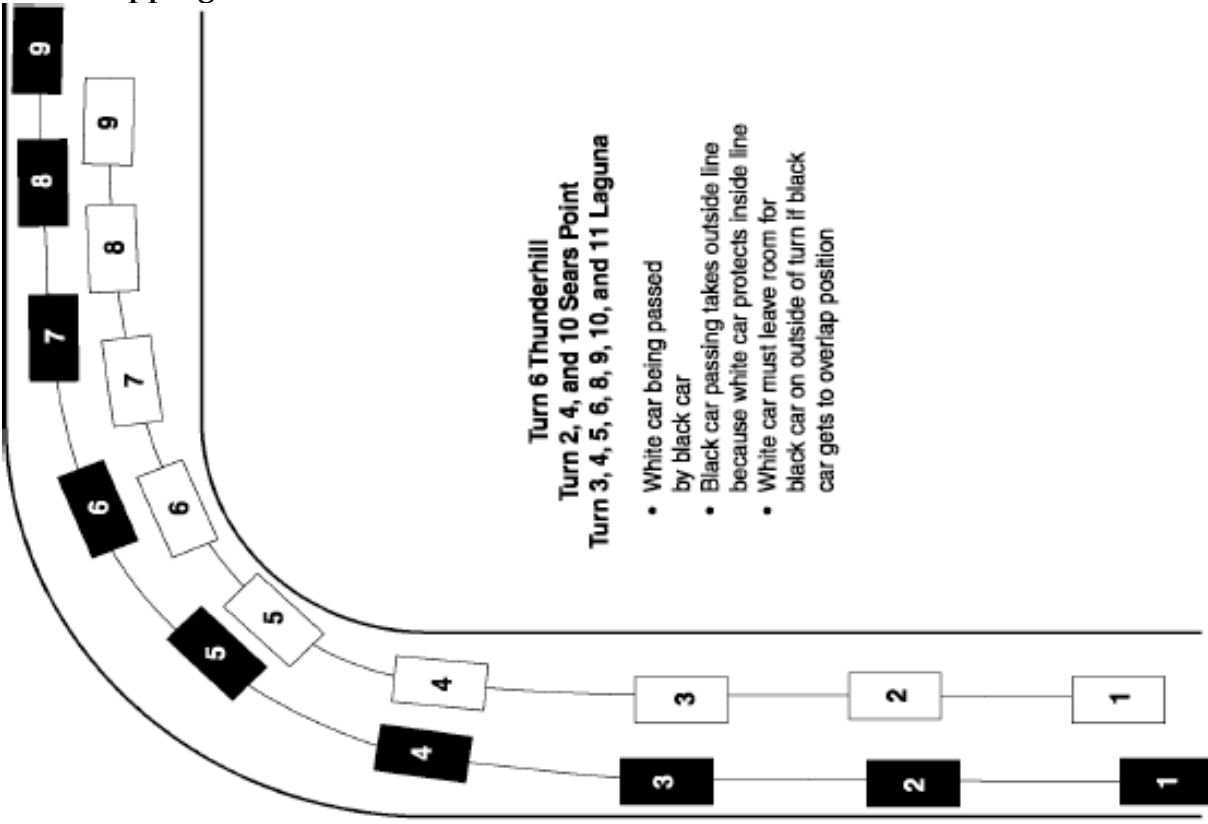
Appendix C: Porsche Racing Challenge Series Guidelines for Car-to-Car Racing (continued)

IV. Lapping Traffic (continued)

If two lead cars come upon two slower cars racing for position - the 2 slower cars are not required to accommodate the faster cars with a special deviation in speed or line. In this case, the second of the two faster cars is the car most likely to initiate a move at fault - by attempting to capitalize on the slower traffic delaying the first of the faster cars. 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! Make the pass at a different point on the lap.



IV. Lapping Traffic (continued)



IV. Lapping Traffic (continued)

