PCA Club Racing Trophy East Competition Rules

PCA CLUB RACING TROPHY EAST LICENSING POLICY

PURPOSE

This policy will define the requirements and procedures for participating as a competitor in the PCA Club Racing Trophy East series.

PARTICIPANT REQUIREMENTS

1. The minimum age for any driving entrant in a PCA event is eighteen (18) years.

2. All participants must hold a current PCA Club Racing License, and be a competitor in good standing

LICENSING PROCEDURES

1. To obtain a PCA Club Racing License, a member must first make application to the PCA Club Racing National Committee. The application and medical forms may be obtained from the PCA National Club Racing Program Coordinator, Susan Shire PCAClubRace@aol.com or from http://pcaclubracing.org/forms.
2. The fully completed PCA Club Racing License Application, proof of a current PCA Membership, the License Application fee, and a fully completed medical certification and

medical history should be submitted to the Club Racing Program Coordinator. In the event of an injury or significant change in medical condition, the PCA Club Racing Committee will require an updated medical certification.

3. Rookie candidate license status participants will not be participants in the PCA Club Sport Trophy East series. Applicants with a current full competition license, and with current competition experience may apply for a PCA Club Racing Provisional License. The PCA Club Racing License Application will require documentation of six (6) completed races (e.g., 'official' race results) from the previous twenty-four (24) months (no 'school' races), and a copy of the current racing license. (Equivalency is determined by the PCA Club Racing Committee.) With these requirements fulfilled, the new Provisional License applicant must attend the PCA Club Racing Orientation Meeting at his/her first race. The Provisional License status will be in effect for his/her first four (4) incident free PCA Club Races (completed at a minimum of two [2] PCA Club Race events). Completion of these four (4) incident free races is required within a two-year period. Performance will be carefully monitored at these races, and if satisfactory, the Provisional status will be deleted and a Full PCA Club Racing License will be granted.

PCA CLUB RACING PROGRAM GENERAL REQUIREMENTS

The PCA Club Racing Program is designed to be fun, safe and competitive. Good sportsmanship, honesty, and a sense of fair play should exist at all times.

DRIVER REQUIREMENTS

1. Conduct that is inappropriate to the intent and spirit of the PCA Club Racing Program, jeopardizes safety or results in dangerous or damaging situations will not be tolerated. In addition to the normal discretion of the National Stewards to deal with inappropriate and unsafe conduct during all Club Race sessions, sanctions will be imposed for avoidable contact. Under this rule, any incident which results in car damage will cause the following:

A. The National Stewards will collect and review all information relating to the incident, including corner worker and other observer reports, driver statements, in car video, in car data and damage and incident reports from the PCA Club Racing National Scrutineers (National Scrutineers). After consultation with the series Pro Advisor concerning avoidable contact involving more than one car, the National Steward will make a determination of fault.

B. Drivers involved in an incident;

If the car is not running or handling normally or appears to be unsafe the driver must immediately exit the track during the session and must immediately report to the black flag station.

OR

If the car is running and handling normally and the driver determines the car to be safe the driver may complete the time remaining in the session on track but must immediately report to the black flag station upon finishing the session. If the driver does not immediately report to the black flag station the car will be shown as DQ (Disqualified) and all times from that session that would normally be used for a subsequent session placement will be removed. Example: DQ in practice results in no time. DQ in qualifying means no qualifying time. DQ in a race if that time would be used for subsequent starting position will result in no time.

In either scenario driver's will then report to Medical and to the National Steward and will not be allowed on the track until being cleared by the National Steward. The Steward may order a black flag for any car that, in their opinion, is in an unsafe condition.

C. Cars deemed unsafe after contact may not return to the track until cleared by the National Scrutineer.

D. Contact Sanctions: A driver that has been found at fault in an avoidable contact incident, whether in a race, qualifying session or practice, shall be moved back 10 positions from his/her qualifying position on the starting grid for his/her next points race. If a driver is found at fault in a second avoidable contact incident at the same event the racer will start last on the grid at his/her next points race. If in either case the incident occurs in the last points race of an event, the loss of grid position will carry over to the next event. Should a driver be found at fault in two avoidable contact incidents in each of two separate events during the same year, the driver will be removed from competition for the remainder of that year.

2. Only PCA Club Racing Program "licensed" drivers entered in the PCA Club Racing Trophy East series are eligible to compete in the PCA Club Racing Trophy East series. Drivers may participate only in the car in which they were registered in during the event. When multiple drivers are registered to a single car, it is the responsibility of the primary driver (or his delegate) to inform race officials prior to any session in which the secondary driver will be participating.

3. All Trophy East participants must display a series patch, a Pirelli patch, and a PCA 25 Year patch on their driving suit in the prescribed chest/arm area (see Appendix A).

4. If a Trophy East driver falls from good standing (i.e. receiving two 13/13 penalties in PCA races outside Trophy East), they may be allowed to continue racing in Trophy East with the approval of the Club Race Chair.

PCA CLUB RACING PASSING RULES

1. The driver attempting a pass has the responsibility to complete a clean pass.

2. The car ahead at turn in has the corner but does not "own" the corner. The car ahead at turn in shares responsibility for avoiding contact as well by not owning corner**.**

3. Everyone must leave racing room.

PCA CLUB RACING SAFETY REQUIREMENTS

1. All cars must be comprehensively prepared and inspected prior to arrival at the track. It is the responsibility of the driver to ensure that his vehicle is safe and track worthy, and that he has the required personal safety equipment. At the track, all cars are subject to a tech inspection of all safety equipment and must meet all the safety requirements of the PCA Club Racing Program.

2. All required safety equipment must be installed and used in accordance with the manufacturer's instructions. Any vehicle deemed unsafe by the National Stewards will not be allowed to compete.

3. All cars must have a tow hook, strap, or other suitable device in both the front and rear. It is recommended that the location of the tow hook allow for easy access in a gravel trap. Tow hooks or straps or other suitable devices must be clearly marked.

4. Reverse gear will not be used in the hot pits.

5. No one under 16 years of age is allowed in the hot pit area.

6. Long pants, long or short sleeve shirts, and closed shoes are required in the hot pits.

7. Helmets must be certified in accordance with one of the following standards: Snell SA2010 or SAH2010, Snell SA2015 or SAH2015, FIA8860-2004, 2010, or its successor, SFI 31.1, or BS6658-85 type A/FR. Helmets certified to specifications other than Snell must be within 10 years of the date of manufacture, or if FIA, expire at the end of the 10th year after the year of manufacture. Helmets must have the driver's name on the rear and have the approved PCA Club Racing Inspection sticker displayed on the left side. It is recommended that helmets be

replaced or relined after 5 years of actual use. A head and neck restraint system 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, but racers should consider replacing straps after five years of use. 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 device that does not have a certification sticker, racers should check the serial number with the manufacturer and determine if it is eligible for an SFI certification sticker.

9. A one-piece approved fire retardant driving suit which meets or exceeds SFI 3.2A/5 or FIA 8856-2000 is required. The suit may meet SFI 3.2A/1 if fire retardant long underwear is also worn. Driving shoes and gloves meeting SFI 3.3/5 or FIA 8856-2000 are required. Fire retardant sox are required. Drivers with mustaches, beards or long hair extending below the helmet must wear a fire retardant balaclava.

10. Five, six or seven point SFI or FIA approved competition harnesses, are required and must be properly mounted in accordance with the manufacturer's specifications (see Appendix J). The harness strap material must be replaced every five years. Non stock harnesses cannot be mounted to seat or seat rail. Mounting must be to the chassis backed by large diameter washers (if stock mounts are not used) or to the roll bar. No two harness straps can be attached to a single mounting bolt. No Y-type shoulder harnesses are allowed. The angle of the shoulder harness going back from the driver's shoulders cannot be more than 30 degrees above nor more than 10 degrees below the horizontal plane of the shoulders. Harness webbing must be approximately 3" for lap and shoulder harnesses and 2" for antisubmarine straps. Additionally, FIA or SFI approved competition harnesses with 2" lap belts may be used, and FIA or SFI approved shoulder belts with a 2" section designed to fit over the yoke of a head and neck restraint may be used. The anti-submarine straps must be mounted such that they will not allow upward vertical movement of the lap belt due to "crushing" of the front seat cushion in any situation.

11. Cars must have two working brake lights. Corner workers are instructed to notify the National Steward if a car has less than two brake lights on the track. If the car has no brake lights, it will be black flagged. If car has only one brake light while on track, the National Scrutineers will attempt to notify the driver after the session.

CAR REQUIREMENTS

1. Cars must remain as delivered from the Porsche factory without modification except as provided below and in the Technical Specifications. Any modification not specifically listed is not allowed. In other words, if the rules don't say you can do it - DON'T.

2. **General Requirements**

A. Engine, chassis, suspension and transmissions must remain as delivered from the factory unless specific modifications are allowed in these rules. Engines and transmissions are sealed. Seals must remain in place. Any seal that has been lost/removed must have thorough documentation to indicate why it was lost/removed. The decision of the Stewards concerning any sanction or further action is binding.

B. All tires used in the PCA Club Racing Trophy East series practice and competition must be Pirelli racing slicks or rains as specified in these rules

C. All PCA Club Racing Safety requirements must be met. Any vehicle deemed unsafe by the National Stewards will not be allowed to compete.

D. All PCA Club Racing Trophy East vehicles must run with the door windows down or with factory polycarbonate windows. Cars with MR doors may run with our without door windows. In GT4 Clubsports the glass door windows may be removed (the window motor must remain installed.) The car must be equipped with a window net covering the driver's window opening in a manner that prevents any part of the driver from moving outside of the of window opening in an incident. The window net may be either the string or strap type. The net must be mounted securely to the roll cage with provision for easy removal by the driver and corner worker in the event of an accident. The removal mechanism must allow the net to fall down when released. The use of straps to attach the bottom of the net to the cage is allowed. However, the use of plastic tie raps, straps that are not an integral part of the window net, plastic buckles, or elastic cords for any other reason is not allowed. Welding on the cage for this installation is not allowed as it will nullify the cage certification.

3. The weight of the car will include the driver. Any added weights must be added in the passenger seat area. (See Appendix C).
    a. Cayman GT4 Clubsport minimum weight will be 3,100 lbs
    b. 997.2 GT3 Cup minimum weight will be 2,796 lbs
    c. 991.1 GT3 Cup minimum weight will be 2,796 lbs

4. Video recording is required and must be made available to the steward at the Stewards or Scrutineers request any time during the event. Video equipment must be operational and turned on when the car is on track. The video equipment must be AIM SmartyCam2 HD including an appropriate bracket, the AIM GPS module and AIM ECU Bridge. The video must be set up to show a full view of the track ahead through the windshield and include the rearview mirror if possible. Front and rear views are recommended.

5. Data recording is required. The Porsche PMNMTH610700 CAN gateway interface is required. The data recording device must be a Motec C125/127 including the L10 10Hz GPS and the standard wiring harness. Different GPS may be used if approved by the Series Director. All data must be made available anytime it's requested by the PCA Scrutineer or Steward.

6. Required decals and windshield banners must be displayed for all sessions. This will include but is not limited to sponsor decals, PCA Club Racing decals, and class decals. No other racing organizations identification or markings will be displayed on any car racing with PCA. Do not place any decals other than those specified in APPENDIX B in front of the front wheels (Motec) or behind the rear wheels (PCA 25 Year, Porsche Design).

7. Every racecar must have an AMB/MyLaps transponder compatible with the PCA Timing & Scoring system installed in a front fender well.

8. Cool suits helmet blowers and similar driver cooling devices are allowed. The location of ice containers or coolers must be in the passenger foot well next to the battery box. Factory air conditioning systems may be used, and may be ducted directly onto the driver. Windows must still be in the down position when car is on track.

9. Pit to car radios are allowed.

COMPLIANCE REQUIREMENTS

1. Any decisions of the National Stewards concerning safety, eligibility, acceptance, etc. are binding. Vehicles entered in the program must, in addition to meeting safety and classification rules and regulations, be presented in an attractive and eye pleasing manner. The National Stewards reserve the right to refuse to accept any vehicle which they feel does not "conform to the spirit" of the PCA Club Racing Program.

2. In order to promote careful adherence by all competitors to the series and preparation rules, the National Stewards and Scrutineers reserve the right to conduct impound and inspection of any cars at any time during the event. Cars must be in compliance at all times. Cars found to be at variance with the series rules during practice or the qualifying session will be denied their time from that session and will be gridded at the back of the entire starting field for their race if a qualifying session was involved and may continue in the event only if the rules infraction has been corrected. Cars found to be at variance with the series rules at

post-race impound will be denied their finishing positions. All variances will be noted in the vehicle log books.

3. During a qualifying session or race, cars entering the paddock area will be deemed to have retired and not allowed to return to the track.

4. All Race Cars must have a current log book.

5. PCA Club Racing will be using our best efforts to make sure that all cars involved will run strictly under the spec aspect of the Porsche PCA Club Racing Trophy East series. Disqualification of the car due to performance related compliance issues will cause at a minimum a loss of all points that have been earned by that car while in a non-compliant condition. If a car is found in noncompliance and the Steward determines that the car's noncompliance is deliberate, the driver will receive zero points for all races participated in that weekend in the Porsche PCA Club Racing Trophy East series. That is, in a normal event if the noncompliance was discovered at the end of the event there will be three zero scores for that event. If it is discovered at the end of the second race there would be two zero scores. Furthermore, zero scores as a result of deliberate mechanical noncompliance may not be dropped in the final scoring computation for the season. They will be included in the final score for that driver for the season championship.

Disqualification based on the car being underweight by less than thirty pounds will cause a loss of points for the session immediately prior to the weighing. Disqualification caused by the car being thirty pounds or more underweight will cause a loss of all points earned that weekend prior to the disqualification.

Cars found in noncompliance will not be allowed to race until the Scrutineers have determined that the car is in compliance.

6. In order to receive a vehicle log book, and at their first race in each subsequent calendar year, drivers are responsible for presenting one fully completed Annual Technical Inspection Form that certifies compliance with the PCA Club Racing Rules, and one fully completed Vehicle Compliance Form. Both of the above forms become part of the vehicle log book. Forms are available from the PCA Club Racing Trophy East Series Coordinator, West Dillard GT4CS@pca.org.

7. The National Scrutineer may conduct technical inspection of any car at any time during a PCA Club Race event. Upon request of the National Scrutineer, for compliance checking, all entrants shall allow downloading of any data accumulated during the event concerning the car.

8. The vehicle log book must be kept in the car at all times to facilitate inspection. If a car is found to have flagrant technical variations, the National Scrutineer will:

A. Note the variation in the Log Book.

B. Recommend to the National Steward that a "cheating" sanction be imposed. This sanction will include a loss of points. Further, the car will not be allowed to participate in another PCA Club Race until sufficient documentation is presented to the PCA Club Racing National Scrutineer to indicate that the variations have been corrected.

C. Upon review of the National Scrutineer's recommendation, the National Steward will render a decision on applying a sanction.

GENERAL REQUIREMENTS

Entrants will be allowed 3 new tire sets (12 tires) for each event weekend. These marked tires will be used for qualifying, Sprint 1 & 2 and the Enduro. Tires in practice are free.

It is the team's prerogative when to use their tires. If there is a problem with a particular tire the team with the defective tire should contact a PCA Club Race Trophy East official. Also see Enduro Protocols below.

Grid Position Determination: Starting grid position for the first sprint race will be determined by fastest lap timed in sprint qualifying session. Starting grid for the second sprint race will be determined by fastest lap in the first sprint race.

PCA CLUB RACING FLAGS

The following flags will be standard in PCA Club Racing:

Green: Start of session or race, course is clear.

Yellow: Caution. Stationary - hazard ahead, no passing.
Waving - Danger, slow down safely, no passing.
NOTE: You may not pass after the yellow flag until after the reason for the flag has been passed and you are sure that there are no further incidents between that point and the next flag station which is not displaying a yellow flag.

Double Yellow: Caution. No passing, full course yellow. Form up on the lead car and resume racing with green flag at start/finish in single file.

White: Emergency, service or slow moving vehicle on the course.

Blue/Yellow Diagonal: Information flag. Competitor may be trying to pass you. Check your mirrors.

Black/Orange Disc: Your car may have a mechanical fault. Stop at the Black Flag impound and see the National Scrutineer.

Yellow/Red Stripes: Slippery surface or debris on the track.

Black: (closed/furled - from starter's stand and/or Black Flag station) Warning. You are driving over-aggressively or unsafely. Black: (open - from starter's stand and/or Black Flag station) - Stop at Black Flag impound and see National Scrutineer.

Black: (open - from all corners) - Session is halted. Reduce speed safely, no passing, stop racing. Pull into hot pits and follow directions. No work on cars is allowed until the flag condition is green during a race. Cars may pull out of line to the pit wall but no work on the car may be performed until the flag condition is green. During PRACTICE work may be performed on the car and it will be allowed to reenter track.

Red: Pull safely to the side of the track and await directions. Any Racer who ignores a Red Flag Condition, continues to race and/or pass other cars may be dismissed from the Event.

Checkered: Finish of session or race. Car must be running ON track when checkered is given to the leader and crosses the s/f loop on track or in the hot pits to avoid a DNF.

Any racer, who passes under a Yellow Flag condition or ignores a Black Flag, during practice, qualifying or warm up, will be black flagged and removed from the track for the remainder of that session. During a race, drivers passing under yellow will be black flagged and assessed a stop and go penalty. If the infraction occurs on the last lap or two, and it is not possible to assess the stop and go penalty, the racer shall be penalized one lap. Any racer who ignores a Black Flag during a race shall be assessed a one-minute penalty for each Black Flag passed. During a race, any driver passing under Black Flag All will be assessed a stop and go penalty under green flag conditions. If the infraction occurs on the last lap or two, and it is not possible to assess the stop and go penalty, the racer shall be penalized one lap.

CLASSES FOR THE PCA CLUB RACING TROPHY EAST SERIES

There will be 6 classes in 2018:

- Cayman GT4 Clubsport (Championship and Masters)
- 997.2 GT3 Cup (Championship and Masters)
- 991.1 GT3 Cup (Championship and Masters)

Masters class is for “senior” drivers. It is comprised of roughly 1/3 of the field. The cutoff age will be determined as soon as we are able to identify the appropriate age. (For reference, the age in 2016 and 2017 was 57 years.) Masters class drivers will not accumulate Championship points. A driver who is eligible for Masters class may declare themself a Championship driver on a weekend by weekend basis if so desired.

Professional drivers are not eligible for the PCA Club Racing Trophy East Series points, but may co-drive with a Championship or Masters Driver. The Amateur driver will accumulate ½ points for any race shared with a Professional. Professional drivers are any driver that is or has been paid to drive a racecar in a sanctioned racing series. Additionally, consideration is given to a racer that advertises, represents, or markets themself as a professional racer.

TECHNICAL SPECIFICATIONS CAYMAN GT4 CLUBSPORT

Permitted modifications must not result in any illegal modifications or infringements of the regulations.

Note: In the context of the GT4, "MR" refers to the Manthey Racing kit provided by Porsche Motorsport North America.

Certain special parts used in the Porsche Cayman GT4 Clubsport cannot be obtained via the Porsche dealer organization but instead can only be obtained from the Motorsport Parts Sales Department at PMNA Santa Ana:

Porsche Motorsport North America
3203 S Shannon Street
Santa Ana, CA 92704
714.361.2512

The vehicles must comply with the requirements of these Technical Regulations. Technical acceptance of the vehicles will be determined by dedicated Trophy East Scrutineers.

General vehicle description

Porsche Cayman GT4 Clubsport (type 981) single-seater production-based race car

Body

Lightweight bodywork with smart aluminium-steel composite construction.
NOTE: Screens to prevent debris entering may be added to the engine compartment openings just in front of the rear wheels.
Modified C4 body front section
Welded-in roll cage certified in compliance with FIA homologation regulations for safety cages
Quick-action fasteners on front lid
GT4 wing
Widened rear wheel arches
GT4 front apron
Modified GT4 rear bumper with integrated rain light in compliance with FIA regulations.
The rear bumper may not be modified.
Lightweight exterior equipment:
Rear lid with quick-action fasteners
CRP rear wing, adjustable
Modified GT4 cockpit:
Weight-optimised magnesium sub frame
Switch mask with fluorescent lettering
Steering wheel with switch panel and rocker switches

Racing bucket seat with fore/aft adjustment:
Six-point seat belt
The air conditioning condenser coils may be removed. Racers are cautioned that this could impact cooling performance and/or engine operations.
Steering wheel may be replaced with a removable unit from K-M-P Motorsports Products: http://www.k-m-p.nl/paddleshift/porsche-pdk-steering-wheel

Fuel tank
Base: 70 L FT3 fuel tank Optional: 100 L FT3 fuel tank

Body shell side preparation for a three-leg built-in air jack system (welded-in sleeves)
Central fire extinguishing system (welded-in extinguisher holder)

Chassis
Front axle:
- McPherson suspension strut, adjustable in height, wheel camber and track
- Forged struts:
  - Optimized stiffness
  - Two-shear connection
  - Heavy-duty spherical bearings
- Wheel hubs with five studs and nuts
- Racing shock absorbers, non-adjustable
- Forged supporting mounts
- Dual-blade-type anti-roll bar (three setting options per side)
- Electric power steering (EPS). A removable steering wheel may be added.

Rear axle:
- McPherson suspension strut, adjustable in height, wheel camber and track
- Forged struts:
  - Optimised stiffness
  - Two-shear connection
  - Heavy-duty spherical bearings
- Wheel hubs with five studs and nuts
- Racing shock absorbers, non-adjustable
- Forged supporting mounts
- Dual-blade-type anti-roll bar (three setting options per side)

Electrical
Display on instrument cluster
Carbon fiber switch plate on centre console with battery disconnect switch, map switch, ESC off and ESC/TC off
Fuse box
Electronic accelerator pedal

Fire extinguishing system with gas extinguishing agent
12 V, 70 Ah (AGM) battery, leak-proof, placed in passenger's foot well
150 A alternator
Wiper with direct drive
Lighting system:
Halogen headlights
LED daytime running lights
Tail lights in LED technology
Rain light in LED technology, consisting of high-level 3rd brake light and both rear fog lights activated via light switch.
OBD/Can-gateway (order No. MTH610700)
Heat resistant coil, part number 9A1-602-104-07, may be substituted for the stock coil.

Heat shields
Porsche supplied heat shields may be added. The heat shield part numbers are:

- 1-9A1-104-307-04
- 1-9A1-104-308-05
- 1-9A1-104-309-04
- 1-9A1-104-310-04
- 12-900-385-041-01 Bolts

Specifications

Engine

- Aluminium six-cylinder mid-mounted flat engine
- 3,800 cm^3; stroke 77.5 mm; bore 102 mm
- Maximum engine speed: 7,800 rpm
- Water cooling with thermal management for engine and gearbox
- Four valves per cylinder
- Direct fuel injection
- Fuel quality: minimum 98 octane premium unleaded
- Electronic engine management (Continental SDI9)
- Exhaust headers without catalytic converters PN 981.113.211/212.88
- Rear silencer with twin tailpipe in central arrangement
- Electronic accelerator pedal

Engine electronic control units
Only the Motronic electronic control units coded by the factory may be used throughout the event. Factory trained technicians and Porsche testing equipment will be used to verify control maps.
The Motronic electronic control unit including the complete wiring loom must be used. The

scrutineers reserve the right to check or exchange Motronic control units at any time. The scrutineers reserve the right to reprogram Motronic control units at the beginning of an event.

Transmission (gearbox/differential lock)
6-speed Sport Porsche Doppelkupplung (PDK)
Gear ratios:

1st gear	43/11 i = 3.909
2nd gear	55/24 i = 2.292
3rd gear	43/26 i = 1.654
4th gear	43/33 i = 1.303
5th gear	40/37 i = 1.081
6th gear	37/42 i = 0.881
Reverse gear	39/11 i = 3.545
Constant	47/41 i = 1.146
Ring gear & pinion	39/12 i = 3.250

Internal forced-feed oil lubrication with active oil cooling
Mechanical limited slip differential
Radially nested multiple-disc wet clutch
Hydraulic shift mechanism with paddle shift and automated shift program

The ramp break over angle of the differential lock is 50° (traction) and 50° (overrun). The ramp breakover angles are determined from the parting face. The number of friction plates and the assembly order must not be changed. The installed friction plates with Inner discs coated, outer discs made of steel must be replaced only with appropriate Porsche parts.

Brakes
There are two independent brake circuits for front and rear axle.

When the base 70L FT3 fuel tank is installed the standard brake master cylinder with brake booster (GT4) is installed (part number: 991.355.025.83}

Front axle

- Aluminium six-piston one-piece callipers, left front 991.351.427.8A and right front 991.351.428.8A
- Internally vented brake discs, 380 mm diameter, 32 mm thick: left front 981.351.105.8A and right front 981.351.106.8A
- Racing brake pads, part number: 991.351.942.8A

Rear axle

- Aluminium one piece four-piston callipers: left rear 991.352.427.8A and right rear 991.352.428.8A
- Internally vented brake discs, 380 mm diameter, 30 mm thick: left rear 981.352.107.8A

and right rear 981.352.108.8A
- Racing brake pads, part number: 991.352.942.8A

A knock-back spring must be installed in each case under each brake piston of all brake callipers. External thermal or chemical treatment of these springs is prohibited. Only the following parts may be used:
- Front axle: 991.351.963.8A
- Rear axle: 991.352.963.8A

Tires and Wheels
Front: Single-piece light-alloy wheels according to Porsche specifications and design (Clubsport APP or MR BBS), 9J x 18 RO 41 with 5-hole mounting. Tires must be Pirelli Racing Slicks 265/645-18 DH P-Zero Slick or Rains 265/645-18 WH P-Zero Rain

Rear: Single-piece light-alloy wheels according to Porsche specifications and design (Clubsport APP or MR BBS), 10.5J x 18 RO 47.5 with 5-hole mounting. Tires must be Pirelli Racing Slicks 305/680-18 DH P-Zero Slick or Rains 305/680-18 WH P-Zero Rain

Forgeline GA1R wheels in the same sizes and offsets as the factory wheels may be used only with the rain tire.

Tire pressure is up to the competitor. However, it is highly recommended that tire pressures remain within Pirelli recommendations.

Suspension
The suspension may be adjusted within the scope of the specified setting range. All original parts must be retained. The camber may not exceed the maximum specified by Pirelli. The maximum permissible thicknesses of the spacer washers in the front and rear axle control arms are:

Front axle: 18 mm
Rear axle: 15 mm

Note: The maximum permissible thicknesses of the spacer washers must not be exceeded.

The trailing arm axle bearing points of the front and rear control arms must be left in the position in which they are delivered. Additionally, the screw positions of the trailing arms at the control arm bearing points may not be modified (see Appendix D).

The wheel base on the left and right side of the vehicle must be 2,484 mm ± 10 mm. The measuring points are the centres of the wheel hubs.

Anti-roll bars

The anti-roll bars are only allowed to be unhooked provided that no parts are removed in the process. Only the stock setting options may be used. Cars may use the Clubsport or MR anti-roll bars.

Shock absorbers/springs
The Shocks, helper springs, main springs and bump rubber will be from the Porsche Motorsports Trophy Kit with part number MTH022300. Or, the stock shocks may be re-valved to the kit specifications by KW and the following parts which are the same as the Trophy Kit above added.

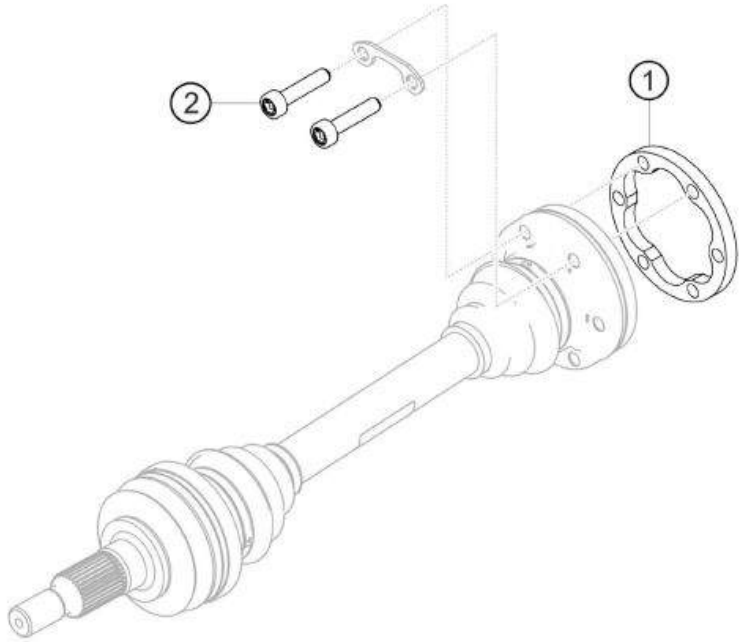
Helper springs 10-60-80 part number 981.343.537.8A
Front main springs 140-140 part number MTH343531
Rear main springs 150-140 part number MTH333531

Only the above springs are allowed. Springs may be swapped between front and rear if desired.

Cars may optionally use the MR shock and spring package.

No mixing and matching is allowed between the CS and MR shock and spring packages. (Either all CS or all MR.)

Drive Axles
The rear drive axles may have a single 10mm spacer added to the inner side of the drive axle (2 spacers total per vehicle). Part numbers and placement are shown in the diagram below.



Drehmomentliste Antriebswellen-Spacer

Position	Abmessung	Drehmoment in Nm/Bemerkung
2	M10 x 55	81Nm

Pos.	Bezeichnung	M	St.	Teilenummer
1	DISTANZSCHEIBE ANTRIEBSWELLE 10mm		2	MTH332527
2	M10x55 SHR		12	MTH332524

Bodywork and dimensions

Dimensions

Overall length: 4,438 mm ± 10 mm
Overall width: 1,817 mm ± 10 mm (1,978 mm including door mirrors)
Overall height: 1,236 mm ± 10 mm
Wheelbase: 2,484 mm ± 10 m

Overall vehicle length and overhangs
The overall length of the vehicle is 4,438 mm ± 10 mm.

The front overhang is 1,050 mm ± 10 mm, measured from the middle of the wheel on the front axle to the leading edge of the vehicle (first point in the direction of the longitudinal axis, front lip included).
The rear overhang is 904 mm ± 10 mm, measured from the middle of the wheel on the rear axle to the rear edge of the vehicle (last point in the direction of the longitudinal axis, rear wing excluded).

Ground clearance of vehicle
The minimum ground clearance of the ready-to-race vehicle with the driver in the vehicle and the prescribed Pirelli P Zero Slick tires at 29 psi ± 1.5 psi air pressure must not be less than:

75 mm front
94 mm rear

The measuring points (see Appendix E) at the front axle are the surface of the cross member in relation to the reference surface and the surface of the diagonal cross brace between the attachment points in relation to the reference surface. The ground clearance may be changed within the existing adjustment range.

Measuring method
The minimum ground clearance of the ready-to-race vehicle is checked using a measuring plate and appropriate height gauges for the axle to be measured in each case. The measurement is checked with the ready-to-race vehicle including the driver on board, standing on the measuring plate. If the measuring gauges can be moved under the measuring points described above, the requirement to comply with the minimum height is satisfied. Any measuring tolerances will be taken into account by the technical scrutineers. Scrutineers can also use instruments like callipers or a depth gauge to determine the vehicle height instead of a gauge.

Measurement location
The measurement is conducted on the measuring plate during technical scrutineering. The measuring plate may be available to the participating teams to check the minimum ground clearance during this period after consultation with the technical scrutineers. The vehicle must remain at or above the minimum ground clearance throughout the event. A car may be re-measured by the scrutineers at any time during an event.

Failure to reach minimum height
Failure to reach the minimum height after a practice or qualifying session will be penalized by the loss of the time achieved in that session. If it occurs in a qualifying session, the driver is allowed to start the race from the last place on the starting grid. Failure to reach the minimum

height after a race will result in disqualification from the race**.**

If a car completes a race on rain tires and is found to be below minimum ride height, the team will be allowed to replace the worn rain tires with the proper dry tires, and the height re-measured. This change must take place in impound under the supervision of a scrutineer.

Windscreen
To protect the windscreen, so-called tear-off screens may be attached to the windscreen. Fitting will be checked and approved by technical scrutineering and must be removed where applicable at the request of the scrutineer.

Side and rear windows
Standard windows must remain as delivered from the factory. The door windows must if installed be in the down position when the car is on track. A window net must be installed. Rear windows must remain as delivered from the factory. The side windows may be removed, but the regulators and wiring must remain intact. Cars with MR doors may run with or without the factory polycarbonate side windows.

Seat (Recaro/OMP)
Basic: OMP seat (997 Cup) → FIA 8855-2005
Optional: Recaro seat (991 Cup) → FIA 8862-2009
The seat can be adjusted by removing or adding original seat padding. Modifications require the approval of the Scrutineers. The maximum allowed padding height must not exceed 50 mm and only original seat padding may be used. Removal of the entire upholstery in the area of the horizontal seat surface is not permitted. A minimum upholstery thickness of 10 mm must remain. Modification of padding inlays in any form is prohibited. The padding components must be procured exclusively from the seat manufacturer. Other seats may be used to accommodate drivers who do not fit in the specified seats with the written approval of the Rules Chairman
The original mounting (seat rail and bracket) must be retained if the original seat is used.

Aerodynamic devices
Cars may run in either of two aerodynamic configurations.

Clubsport Aero
- Fixed 1256mm x 257mm wing
- MTH504701 Left Diffuser Blocker
- MTH504702 Right Diffuser Blocker
- MTH512850 Rear Wing Gurney (22mm)

MR Aero
- Adjustable 1490mm x 280mm wing
- MR Rear Wing Gurney (18mm)

Diffuser Blockers may not be used

Electrical equipment
Fault memory codes may be read out with the Porsche Tester (PIWIS) via OBD interface. The device will be used to check engine mapping as appropriate.

Fuel system
Only the Porsche-approved fuel system for the Porsche Cayman GT4 Clubsport may be installed.

TECHNICAL SPECIFICATIONS 911 GT3 CUP

Car Eligibility

TE6 - 2013-2016 Porsche 911 GT3 Cup (type 991.1)
TE5 - 2010-2013 Porsche 911 GT3 Cup (type 997.2)

Bodywork

All bodywork must remain OE and no alternate parts (except as provided for herein) are permitted. No unauthorized modifications are permitted to the bodywork.

The use of tape to cover the central cooler, affixed to the radiator opening screen, in horizontal line to regulate the water temperature is permitted. Provided the central cooler is completely taped, additional tape may be added in similar horizontal and symmetrical fashion to the left and right side coolers. Otherwise the taping over of body slots and openings is not allowed.

The use of tape to cover any mechanical components or adjustments is prohibited.

Wings

OE wing and wing mounts must be used. Neither may be altered in any way from their OE configuration. Nothing may be done to alter the position of the wing and wing mount in relation to the body of the Car, from the OE position.

991.1 - The Gurney lip (wicker), Porsche Part# PMN.991.512.105.8A is required. The Gurney lip must be attached to the top rear edge of the rear wing without alteration.

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997.2 - The Gurney lip (wicker), Porsche Part# 997.512.105.91, will be optional. If used, the Gurney lip must be attached to the top rear edge of the rear wing without alteration.

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Notwithstanding the above, the position of the wing element may be changed within the OE adjustment range. No additional adjustments or mounting holes may be made.

Windows

Front and rear windows must remain OE, the use of rear window supports, including non-OE fasteners, is prohibited.

Side door windows must remain OE, with the following exceptions permitted:

- Driver side door window may be removed and replaced with a window net meeting FIA Specifications (FIA Art. 253.11) or SFI Specification 27.1
- Passenger side door window may be removed with no window net required.

Rear side windows may be modified with air scoops or holes, but a minimum of 1" of the original border of the window must be retained. Rear side window may be retained with fasteners not greater than 6mm diameter.

Engine

The engine must be as delivered. No modifications are allowed. It is not required that the engine be sealed.

Engine Control Units

Only the OE Engine Control Units (ECUs) with the OE programming are permitted. Tampering with or re-programming of the ECU is strictly prohibited. Except as provided for herein, additional components must not be installed between the ECU and the engine. The wiring harness must remain OE.

Authorized PCA officials may access and inspect the ECU programming at any time.

Exhaust

The entire exhaust system must remain OE, including interior and tail pipes. The Super Cup exhaust system, part # 99711125194 LH and 99711125294 RH and associated hardware is allowed.

Drivetrain

- Transmission – OE. No modifications are allowed. It is not required that the transmission be sealed.
- Differential – OE
- Clutch – OE
- CV Joints and Axle – OE
- Gear Ratios – OE
    - 991.1
        - 1 st 13/41
        - 2 nd 17/40
        - 3 rd 19/36
        - 4 th 19/29
        - 5 th 24/30

- 6 th 34/35

- 997.2 cars have the option to run the 2010 gears or the 2011 - 2013, 997.2 GT3 Cup gears (complete sets) as delivered.
- 997.2 2010 Ratio
  - 1 st 12/38
  - 2 nd 15/32
  - 3 rd 18/31
  - 4 th 23/31
  - 5 th 26/29
  - 6 th 29/27
- 997.2 2011-2013 Ratio
  - 1 st 12/38
  - 2 nd 15/32
  - 3 rd 18/31
  - 4 th 20/28
  - 5 th 23/26
  - 6 th 29/27

All 991.1 cars may update to the MY 2015 Megaline Paddle Shift System per Porsche Motorsports North America Bulletin.

Factory Porsche “blippers” are allowed

991.1 cars are equipped with the OE Blipper

997.2 cars may be fitted with the Porsche Blipper
Part #’s:
Blipper 997.423.073.90
Bracket 997.424.237.91
Throttle Cable 997.423.221.9C

Suspension

Shock Absorbers (dampers). All parts must be retained in their original mounting positions.

991.1 - Only the OE front and rear Sachs shock absorbers (dampers) in their original condition may be used.
Front damper, part# (9913336778A)
Rear damper, part# (9913330518A)
OE bump stops, part# (991336778A)

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997.1

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997.2 - Only the OE two-way adjustable front and rear dampers in their original condition may be used.

Front LH damper, part# (MTH34055), RH damper, part# (MTH343056)
Rear LH damper, part# (MTH333061), RH damper, part# (MTH333060)

Anti-Roll Bars

991.1 - Cars must use stock OE Front and Rear Anti-Roll Bars.
997.2 - Cars must use:
Front (997.343.171.92)
Rear (997.333.171.91)
May be disconnected but no parts may be removed.
May be adjusted using stock range of adjustment holes.

Springs

Stock OE main and helper must be used. All parts must be retained in their original mounting positions.
Stock OE only H&R chassis springs in their original condition may be used. The installation of any alternate chassis springs is prohibited.
991.1
Front chassis spring, part# (9913435318C /99634353790
Rear chassis spring, part# (99733353790/ 9913335318C)
The OE rear main chassis springs must be replaced with the 280N/mm springs Porsche Part# PMN.991.333.531.8C
997.2
Front chassis spring, part# (99734353190/ 99634253790: 100/60/260 & 75/60/43)
Rear chassis spring, part# (99633353190/ 99733353790: 130/60/260 & 80/60/60)

Suspension Adjustment

The chassis may be modified within the scope of the specified OE setting range. All genuine parts must be retained. The camber may not exceed the maximum specified by Pirelli. The maximum permissible thicknesses of the spacer washers in the front and rear axle control arms are:

Front axle: 18 mm
Rear axle: 15 mm

Trailing Arm

Axle bearing points of the front and rear wishbones must be left in the OE position. The screw positions of the trailing arms at the wishbone bearing points may not be modified.

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Brake System

The brake system (including calipers, rotors, master cylinders, and pads) must be OE parts. Master cylinders must be maintained in their original front and rear hydraulic circuit position.

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Tires

Required tires are:

991.1
Front- 285/645-18 Pirelli P-Zero DH
Rear- 325/705-18 Pirelli P-Zero DHC

997.2
Front- 275/645-18 Pirelli P-Zero DH
Rear- 315/680-18 Pirelli P-Zero DHC

Traction compounds or any substance that might alter the physical properties of a tire as supplied by its manufacturer are prohibited.

Tire warmers and any other means of artificially warming tires are prohibited.

Wheels

991.1

APP 10.5"x18" Front w/ 28mm OS part# 991.362.131.8A
APP 12"x18" Rear w/ 53mm OS part# 991.362.151.8A

997.2

BBS 9.5"x18" Front w/ 37mm OS part# 997.362.136.96
BBS 12"x18" Rear w/ 30mm OS part# 997.362.140.97
APP wheels of the same size and OS may be used

Fuel Cells

Modifications to the OE Fuel Cell and associated components is prohibited.

Model Year 2014 Fuel cell may be updated to MY 2015 Porsche specifications per Porsche Motorsports North America bulletin.

Battery

May be replaced with a similar type, weight and size. Except for dry cell type, protection box must include a vent exiting outside the cockpit.

Weight

Vehicle Weight At all times during the Event, the minimum weight of the Car, with Driver properly attired in required racing equipment, must be as follows:

997.2: 2,796 lbs.

991.1: 2,796 lbs.

Ballast: Only original Porsche ballast components must be used. The ballast must be positioned in the designated fixing points in the position of the passenger seat according to the illustration in Appendix C. This is the only authorized location for ballast to be added to the Car.

Dimensions

Wheelbase: Measured from the center of the rear hub to the center of the front hub.

991.1 2460mm +/- 15mm

997.2 2355mm +/- 15mm

Overall Length:

991.1 4547 mm +/- 10 mm

Overhang:

The front overhang is 1043 mm +/- 10 mm, measured from the middle of the wheel of the front axle to the leading edge of the vehicle (first point in the direction of the longitudinal axis, front splitter included).

The rear overhang is 1045 mm +/- 10 mm, measured from the middle of the wheel of the rear axle to the rear edge of the vehicle (last point in the direction of the longitudinal axis, rear wing excluded).

Ride Height

The minimum ride height clearance of the ready-to-race vehicle with the driver in the vehicle and the prescribed Pirelli P Zero Slick at 29.0 psi ± 1.5 psi, must not be less than:

991.1 and 997.2

78 mm front

100 mm rear

The measuring points are as shown in Appendix E. At the front they are the mounting bolts (M14x120) of the cross member/bodywork in relation to the reference surface. At the rear they are the machined surface on the side section in relation to the reference surface. The ride height must only be changed within existing adjustment range.

Measuring method

The minimum ground clearance of the ready-to-race vehicle is checked using a measuring plate and appropriate height gauges for the axle to be measured in each case. The measurement is checked with the ready-to-race vehicle including the driver on board, standing on the measuring plate. If the measuring gauges can be moved under the measuring points described above, the requirement to comply with the minimum height is satisfied. Any measuring tolerances will be taken into account by the technical scrutineers. Scrutineers can also use instruments like callipers or a depth gauge to determine the vehicle height instead of a gauge.

Measurement location

The measurement is conducted on the measuring plate during technical scrutineering. The measuring plate may be available to the participating teams to check the minimum ground clearance during this period after consultation with the technical scrutineers. The vehicle must remain at or above the minimum ground clearance throughout the event. A car may be re-measured by the scrutineers at any time during an event.

Failure to reach minimum height

Failure to reach the minimum height after a practice or qualifying session will be penalized by the loss of the time achieved in that session. If it occurs in a qualifying session, the driver is allowed to start the race from the last place on the starting grid. Failure to reach the minimum height after a race will result in disqualification from the race**.**

If a car completes a race on rain tires and is found to be below minimum ride height, the team will be allowed to replace the worn rain tires with the proper dry tires, and the height re-measured. This change must take place in impound under the supervision of a scrutineer.

Data Recording

Any method of wireless transmission of data to or from the Car is prohibited, with the exception of Pit-to-Car Voice Radios.

Chassis Data Recording: Must utilize OE dash as supplied with vehicle.

Data collection permitted, however:

- Use of the factory-fitted OE data recording system is required: Model Year 2014-2016 (991.1) Cosworth Omega ICD-P.
- Sensors are limited to those listed in the corresponding model year Porsche GT3 Cup Technical manual.
- The installation of optional steering angle sensors and brake pressure sensors (one front and one rear) and expansion of memory are permitted. The use of genuine components manufactured by MoTec and/or Cosworth are required.
- For 991.1 the use of GPS, Cosworth Part # 01F-050660-DTM, is permitted.
- All other sensors, connected or disconnected, are prohibited, including, but not limited to: shock potentiometers, ride height sensors, tire temperature or pressure sensors.

991.1 - MoTeC L-120 or C125/C127 data logger systems are required for compliance, performance monitoring and incident recording. Systems must include CAN integration into Bosch/Cosworth system and include MoTeC GPS module for lap time and track position.

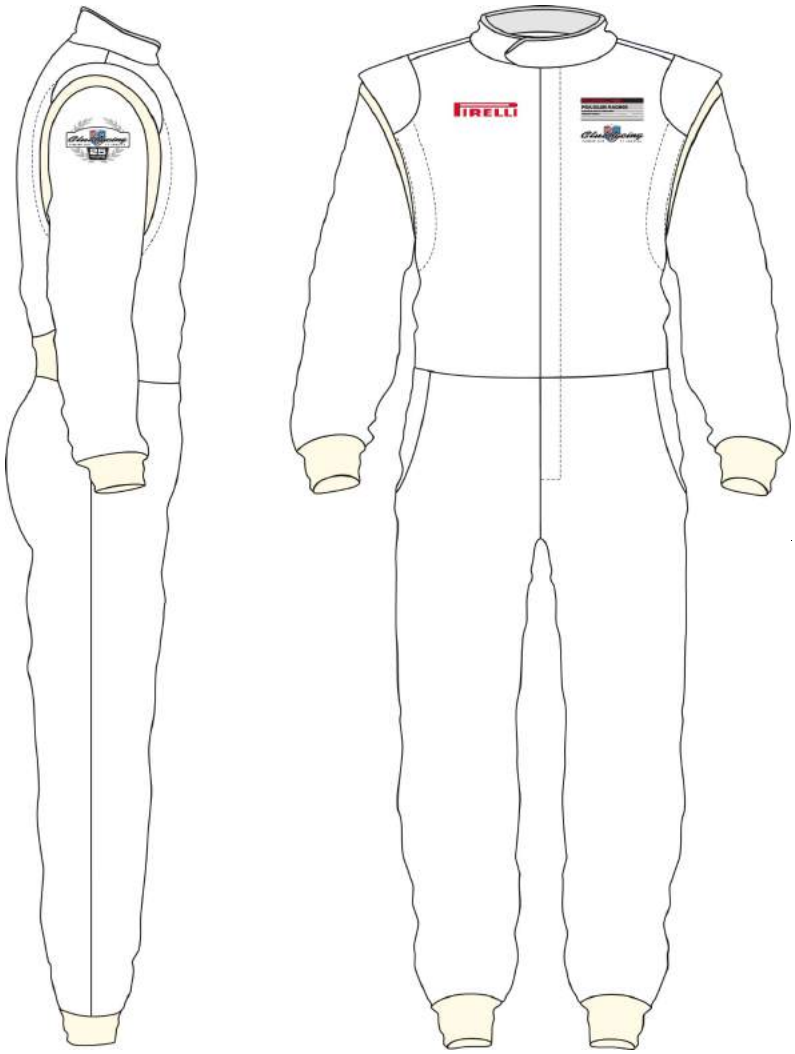
PCA reserves the right to access stored data at any time during the Event.

In-car Cameras

Camera and mounting must be AIM SmartyCam systems interfaced with MoTeC systems to provide a data on video view.

PCA Trophy East reserves the right to impound any in-car camera footage for any purpose. Teams may be required to fit and use cameras as assigned and provided by PCA Trophy East.

APPENDIX A - Required logos on driver's driving suit – for 2018 the Trophy East Logo replaces PCA Clubrace and Clubsport logos on left breast



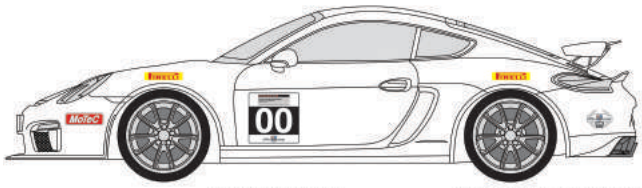
APPENDIX B – Vehicle identification and marking

All numbers, banners and sponsor decals required by PCA will be displayed in a prescribed manner. The podium finishers from the 2016 season will be allowed to use the number corresponding to their 2016 finishing position in 2017. Each following year the podium finishers from the previous year will be allowed to change to the number corresponding to their finishing position from the previous year**.**

The area in front of the front wheel below the fender line where Motec is shown below and the area behind the rear wheel below the fender line where the PCA Club Racing 25th year logo is reserve for PCA Club Racing and PCA Club Racing sponsor logos.

Class designation (GT4CS, TE5, TE6) must be displayed front and rear. Masters class car add an "M" at the end.

Porsche Design Timepiece decals are not required for 2018.



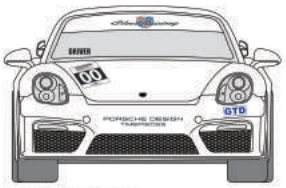
DOOR PANEL DECAL
- 18"w x 18"h - 9"h numbers

PIRELLI DECAL - 12"w x 2.5"h

PCA (25) DECAL - 8"w x 6"h

MoTeC DECAL - 12"w x 3.75"h

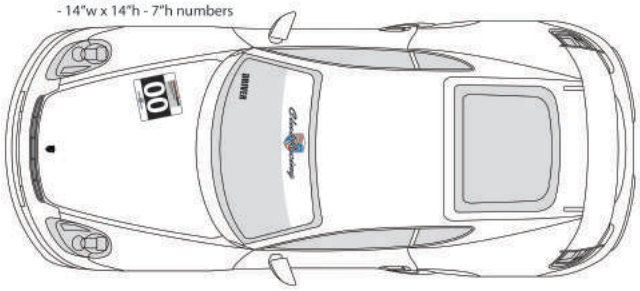
WINDOW BANNER
PCA CLUB RACING - 26"w x 8"h

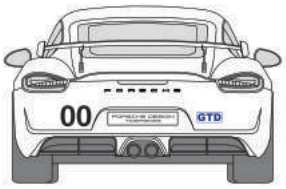


DRIVER NAME - 4"h

GTD DECAL - 8"w x 3.5"h
PORSCHE DESIGN - 23"w x 2.5"h

HOOD DECAL
- 14"w x 14"h - 7"h numbers





REAR NUMBER - 8"h

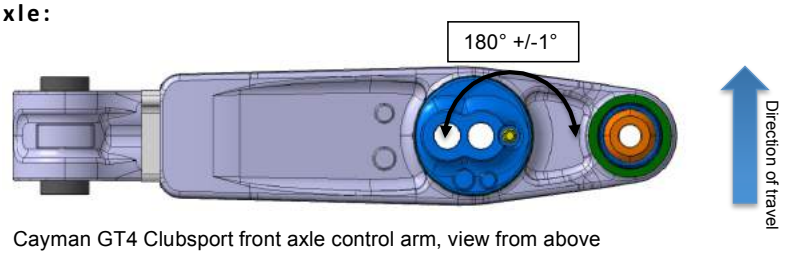
GTD DECAL - 8"w x 3.5"h
PORSCHE DESIGN DECAL - 18"w x 2"h

APPENDIX C – Additional weights

Designation	Part number
Base plate for additional weights	991.504.847.9B
6RD-SHR M10X28-TC 10.9 (26C0)	WHT.007.691
Threaded bolt for screw-on weight	997.504.842.9A
6KT-MU M12X1,5 I 8673 10 C34G	900.034.036.01
Small 6 mm additional weight = 2 kg	997.504.848.00
Small 10 mm additional weight = 3.5 kg	997.504.848.01
Small 20 mm additional weight = 7 kg	997.504.848.02
Cover for additional weight	991.504.865.9B
Cap for knurled nut	991.504.852.9B

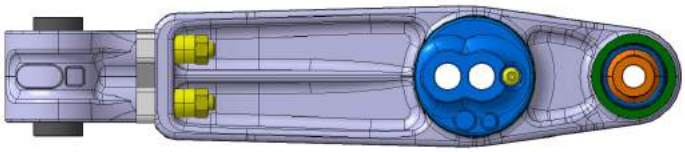
APPENDIX D – Control Arms

Front axle:



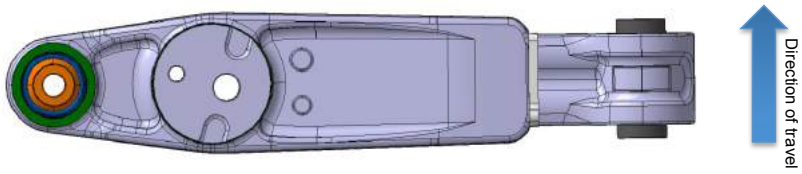
Cayman GT4 Clubsport front axle control arm, view from above

Cayman GT4 Clubsport front axle control arm, view from side

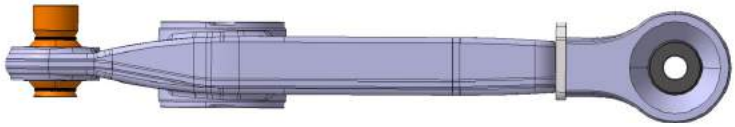


Cayman GT4 Clubsport front axle control arm, view from below

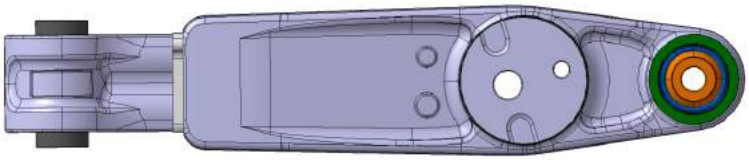
Rear axle:



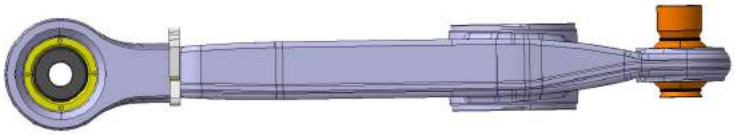
Cayman GT4 Clubsport rear left axle control arm, view from above



Cayman GT4 Clubsport rear left axle control arm, view from side



Cayman GT4 Clubsport rear right axle control arm, view from above



Cayman GT4 Clubsport rear right axle control arm, view from side

APPENDIX E - Measuring points for vehicle height

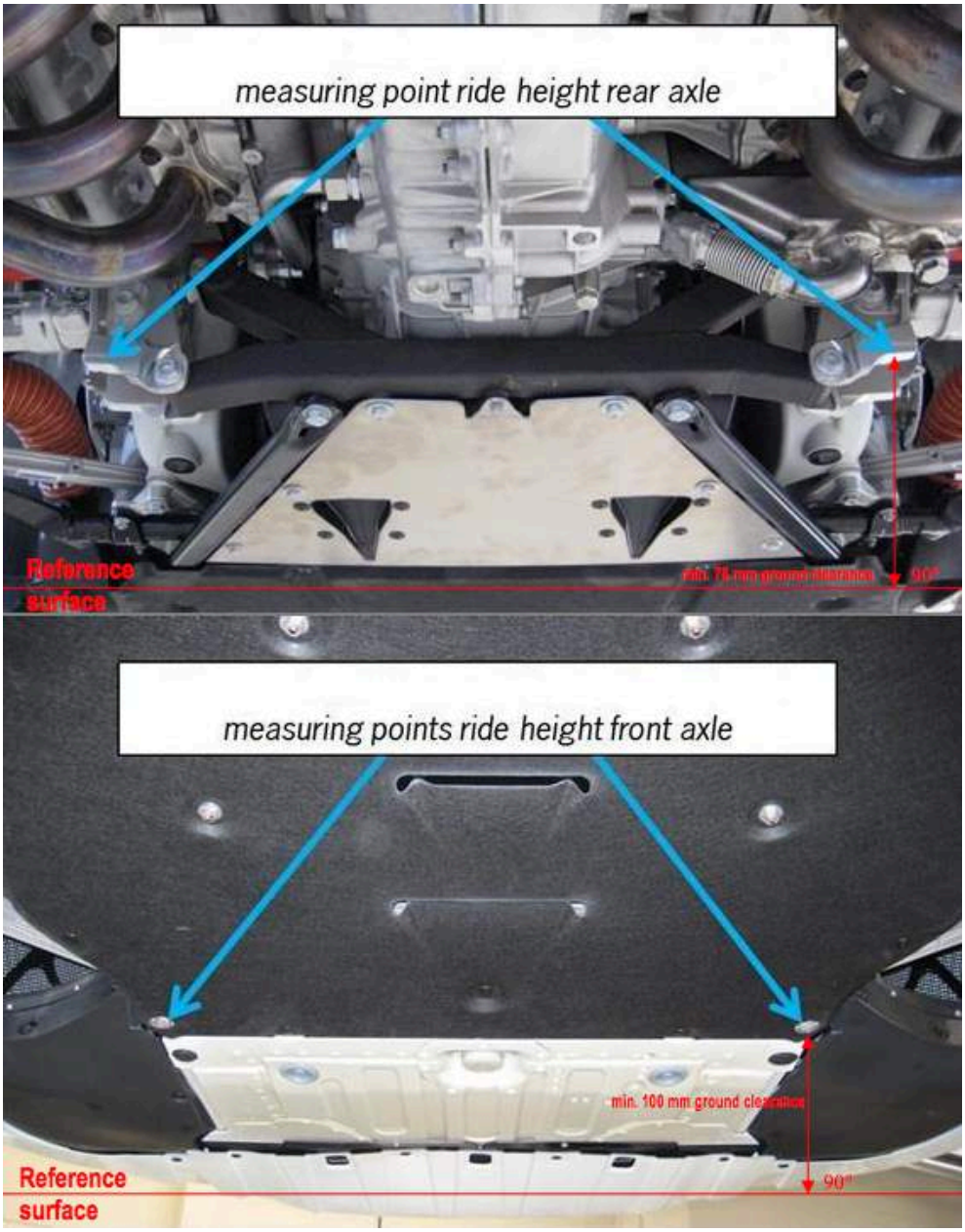
GT4 Front Axle:

The front ride height is measured at the surface of the cross member.

GT4 Rear Axle:

The rear ride height is measured between the attachment points of the diagonal brace.

GT3 Rear and Front:



APPENDIX F - PCA CLUB RACING CONCUSSION POLICY

A concussion is a traumatic event that may result in serious brain injury and impair a racer's judgments in the near and long term. In order to keep not only the racer safe but also those racing with him/her, a medical evaluation clearing the racer must be done prior to continued racing participation. The following is the PCA Club Racing policy regarding a concussion occurring during a PCA race weekend.

1. Any traumatic head injury with loss of consciousness (LOC)/confusion after an accident, at any time during a PCA Club Racing weekend, even for a brief period should be evaluated by a Hospital Emergency Department (Emergency Room/ER) physician. If a diagnosis of concussion is made, no further racing for that weekend. If the racer refuses Emergency Department evaluation, he/she may not race again until medical clearance obtained as below.

2. If a concussion diagnosis is made, the racer will need further medical clearance by a neurologist or physician qualified to appropriately evaluate neurological injury with specific attention to the head injury and concussion (this may also include a racer's primary care/family doctor). The examining doctor will also sign the first page of the PCA medical form that details what a racer undergoes during a race weekend in addition to a complete neurological evaluation clearing him for further racing.

3. Any significant non-traumatic and unexplained LOC (excluding an obvious vaso-vagal or dehydration event) shall result in a suspension of participation until diagnosed, treated, and cleared by the appropriate physician.

All the above medical release certifications must be presented to the PCA Medical Safety Committee for approval at least 1 week prior to the racer's next racing event.

APPENDIX G

PCA CLUB RACING ENDURO PROTOCOLS

*Note: The Enduro Race Timing will begin at the green flag or a wave off at the start.

For Enduros of longer than 120 minutes, a minimum of one pit stop is required during the first two hours of racing plus one additional pit stop for each additional one-hour of racing or portion of an hour.

Length	# of Pit Stops	Refueling	Driver Change
50 Minutes	1	Not Allowed	Allowed
80 Minutes	1	Allowed	Allowed

1. All required pit stops shall be for a minimum time of five (5) minutes. Required pit stops cannot be made within the first fifteen (15) minutes of the race and must start before the last ten (10) minutes of the announced race length. Electronic timers will time pit stops. Drivers who do not stay in the pits for the minimum five (5) minute stop will be Black Flagged and assessed a stop and go penalty with the stop time being equivalent to the time that the pit stop was short. A crewmember or driver shall notify a National Scrutineer when a pit stop is not to be considered a mandatory stop. If a stop and go penalty for a short stop cannot occur during the race a 1 lap penalty will be added to the results. The car must be running

ON track when checkered is given to the leader and cross the s/f loop on track or hot pits to avoid a DNF.

2. All required pit stops shall be started under Green flag conditions. Drivers must also cross the Start/Finish line under Green flag conditions on the lap prior to entering pit road to make the required pit stop.

3. Cars entering the hot pits for the mandatory five (5) minute pit stop will drive past the designated Check-In Point and timing of the pit stop will begin when the car passes the timing check point. The car must be at or below the designated pit lane speed limit of 35 MPH at the Check-In point. When the driver has determined that his/her pit stop has been completed, the car will pull away from the pit wall, and proceed at or below the pit lane speed past the Check-Out Point, at which point the car may start accelerating to re-enter the track. Cars which have pulled away from the pit wall may not stop or otherwise impede the exit of other cars from the pit lane in order to optimize their pit stop time. The elapsed time shall be from the time the car passes through Check-In until the car passes through Check-Out before entering the track.

4. A maximum of three (3) persons, including the driver(s), will be allowed over the pit wall to work on the car at any time. Any deviation from this standard for crewmembers will result in a stop and go penalty of the car involved.

5. Minor repair work and driver changes are allowed during the pit stop. No equipment or fuel may be on the hot side of the pit wall until the car is within the pit stall. The car must run in the same configuration during the whole enduro; i.e., legal weight, equipment, etc. It is strongly recommended that the car be checked during the pit stop for excessive tire and brake wear, general safety, and leaks

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6. The use of generators, battery operated tools, or electricity in the pits is not allowed during any enduro where refueling is allowed. Battery operated tools are allowed in the pits in enduros where there is no refueling of any car. Compressed gas bottles taken to the pits must be secured and equipped with protection (e.g., metal cage) for the regulator

7. For enduros allowing refueling, fuel may be added to the car only by a driver or pit crewmember while wearing a fire retardant suit, gloves and a full-face helmet with visor down or balaclava with goggles standing at the point where fuel is added to the car. Long hair must be covered by a balaclava. These crew protection requirements also apply to anyone holding a funnel, or cranking a fuel transfer pump wherever located. One person acting as fireman must be present in the hot side of the pit, with full fire safety gear, equipped with a minimum 10 lb., 60BC or 60ABC fire extinguisher with the pin removed during refueling, and positioned to discharge the extinguisher on any fire related to a fuel

spill. The fireman may have no other duties until the cap is back on the gas tank. Drivers will be responsible for providing the fire extinguisher.

8. During refueling, the car engine must be off, the driver out of the car, and no other work may be performed on the vehicle during refueling. Fuel jugs must remain capped and on the cold side of the pit wall, and the gas tank must remain capped until the engine is off and the driver is out of the car.

9. Only plastic containers may be used in refueling and no refueling towers will be used. Reversible hand-crank refueling units that allow the fuel reservoir to stay on the “cold” side of the wall are allowed; the amount of fuel in the reservoir cannot be greater than the amount of fuel that will fit in the gas tank when refueling. Reversible hand-crank refueling pumps screwed onto plastic fuel containers no larger than 5 gallons are allowed over the wall in the hot pits. Dry break systems with a “dump bottle” are allowed.

10. "Splash and go" refueling is not allowed. Any car refueled during an Enduro must be in the pits for a minimum of five minutes during any refueling pit stop, even if the mandatory five-minute pit stop requirement has been met or will be met by a different pit stop.

11. Fuel may not be spilled during refueling. Fuel not contained in a jug, hose, funnel, or the car’s fuel intake system is a fuel spill. Any deviation from these refueling standards will result in the immediate disqualification of the car involved.

12. Each pit area will be thoroughly cleaned and swept, and all equipment including lug nuts, removed immediately after each pit stop. It is the responsibility of the entrant(s) to provide cleaning materials and equipment and to insure that the pit area is clean. Failure to do so will result in disqualification.

13. Drivers/teams who have multiple cars or cars in different races may request the same pit area assignment for those respective races.

14. Starting grid position for an enduro will be determined according to the fastest lap timed during the first or second sprint race unless an enduro qualifying session is available. If there are two drivers, either driver may start the race, however drivers may participate only in the car to which they are registered. If a car does not have a driver that participated in the session used for gridding, the car will be gridded in the back of the field. If there are two drivers both will evenly share the total points scored by the car in the race.

15. Any car speeding in the pits will be black flagged after it has exited the pits and shall be assessed a stop, talk to the National Scrutineer, and go penalty.

16. Pits will be closed during full course yellow flag conditions. If a car is in the pits and completes its mandatory pit stop during a full course yellow, it shall be held at Pit Exit until the pace car and the main field has passed, and be released to join the pack at the back of the field.

17. If a Black All or a Red All is declared, at the time that the Black All or Red is first shown at Start/Finish, the pit stop timing clock shall stop for cars then serving their mandatory pit stop. The Enduro Race Timing shall continue. The race order shall go back to the order of the cars as they pass Start/Finish behind the on-track race leader's last Green flag lap. No work shall be allowed on any cars during a Black All or Red flag condition. The mandatory pit stop timing shall continue when the green flag is dropped at Start/Finish for the field, once the Black All has been completed. Any cars that have entered the pits under the Black All may remain in the pits but their mandatory pit stop shall not start and no work may occur on those cars until the Green Flag has been dropped on the field. Since the race order shall be the race order for the leader's last Green Flag lap, the field may be re-ordered in the pits during the Black All.

18. Drivers who ignore a Yellow Flag shall be assessed a stop, talk to the National Scrutineer and go penalty.

19. If a driver is assessed a stop and go penalty, the car will be Black Flagged. The driver shall immediately pull into pit lane after being shown the Black Flag and go directly to the Black Flag impound area and not to his pit area. No work may be done to the car during the pit stop and drivers who ignore the Black Flag shall be assessed a one-minute penalty for each Black Flag passed. Black Flag stops may not be used towards the five-minute mandatory time.

20. Mechanical black flag stops may be used as the mandatory five (5) minute stop provided that it is within the allowed pit stop window and is for the full five (5) minutes.

21. Drivers should remember that enduro races are much longer than normally experienced and that they should pace themselves. Drink plenty of liquids, take care of yourself and your equipment and if you find you are making mistakes while driving, pull into the pits

22. If two drivers share the same car, all post-race tech involving ride height and or weight will be performed with the driver who finished the race in the car. Drivers are reminded that the car must be in compliance with the rules at all times.

23. Tire changes – In Trophy East Changing of tires during the enduro is prohibited with the following exceptions:

- Changing to or from wet weather tires
- Replacing a damaged tire with a previously marked tire. The damaged tire must be presented to race officials after the change

24. In the event of a sudden, drastic change in conditions, a black flag will be shown to the field allowing all drivers the opportunity to change tires. In this situation pitting is required, a tire change is not.

APPENDIX H

PCA CLUB RACING TROPHY EAST POINTS RULES

1. Purpose: The purpose of the PCA PCA Club Racing Trophy East Points System is to determine a PCA PCA Club Racing Trophy East Champion and a subsequent finishing order for all participants each calendar year. The final standings will be determined by the points total from all events during the year.

2. Eligible Drivers: Drivers must be PCA Club Racing License holders in good standing and identified as participants in the PCA PCA Club Racing Trophy East Series. PCA sanctions from non-Porsche PCA Club Racing Trophy East races will not impact the drivers standing in Porsche PCA Club Racing Trophy East races.

3. General Points: All races where points are available will have the same basic structure for earning points. Cars that do not finish will not be awarded points and will not be shown in a finishing position in race results. They will be shown at the bottom of the score sheet as DNF. To finish the race, a car must be running on track when the winner crosses the finish line and subsequently cross the finish line timing loop on track or in the hot pit if it is possible at that track. It is not possible to cross the hot pit start finish loop with normal traffic flow at the end of a race at some race tracks.

4. Position Points: Position points will only be awarded to cars that finish the race. Drivers who finish 1st will earn 10 points, 2nd- 7 points, 3rd- 5 points, 4th - 4 points, 5th - 3 points, 6th - 2 points and 7th - 1 point. Points will be awarded for enduros in the same way as in sprint races. If two or more drivers share a car during an enduro, the total points earned by that car will be split equally among the drivers who drove it in that race.

5. Bonus Points: Bonus points will only be awarded to cars that finish the race. A racer will earn 1 bonus point for each car in class that finishes the race behind the car driven by that racer. Bonus points will be earned by all cars finishing the race except the car that finishes last in the class. Cars that do not finish the race (DNF) or are disqualified (DQ) do not count

as cars finishing behind in the class. There will be a 10- point limit on bonus points available in any race. For example: The car that finishes 21st in a 22 car field where all 22 cars finish will earn 1 bonus point. In that same race the car that finishes first will earn 10-bonus points.

6. Event Points: Each racer will earn 5-points for each event attended where the racer starts and finishes at least one scheduled race. The fun race if any does not count. For position, bonus, and event points, to qualify as starting the racer must have passed the starter stand on the track after the green flag has been displayed to start the race. A late start after the field has started will count as a start if the racer passes the starter stand on the track. To qualify as finishing the racer must be running on track when the winner crosses the finish line and subsequently cross the finish line timing loop on track or in the hot pit if it is possible at that track.

7. Championship Totals: All but six points races will count toward the PCA Club Racing Trophy East Championship. The six lowest scoring races, not event, will be deleted from the points totals. Ties for the first three positions will be broken the number of first place finishes. If the score is still tied the number of second place finishes will break the tie. If still tied the number of 3rd place finishes will break the tie continuing similarly until the tie is broken.

8. Points Races: All races in a race weekend will have points available unless specifically excluded by the Steward. If two or more drivers share a car during an enduro, the car will be classified in the division of the highest classed driver (Championship then Masters) and the total of all points earned by that car will be split equally among the drivers who drove it in that race. For example: A car shared with a Championship driver in an enduro will place that car into the Championship division. Drivers in the shared car will each earn one half of the points the car scores in the Pro division. For example: If a Championship driver shares a car with a Masters driver and the car finished second in a field of three in the Championship division, the car would earn 7 points for finishing second and one bonus point for the car beaten for a total of 8 points. The Championship driver would earn one half of the points scored by the car in that race or 4 points. Those points would be awarded only for the Championship class. No points for that race would be awarded in the Masters Class. Professional drivers will not accumulate points.

9. Schedule Changes: If the National Steward determines that the event schedule must be changed after it is posted as final for any reason (example – for weather or track issues), the Steward will announce how the points races will be affected. Points will be scored in the prescribed manner in any race that is determined to be a point's race after a schedule change. In any race that cannot be completed as scheduled, at least 50 percent of the races scheduled time or scheduled laps must have been completed to count as a points scoring race. The Stewards decision will be final.

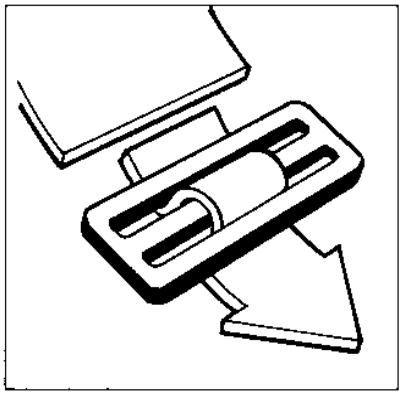
10. Race Cars: All Race Cars scoring points must have a current log book. Disqualification of the car due to performance related compliance issues will cause at a minimum a loss of all points that have been earned by that car while in a non-compliant condition. For example, disqualification of the car due to illegal engine modifications discovered after the last race will cause a loss of all points earned by that car from the weekend and possibly a disqualification from competition for the year. Disqualification based on the car being underweight by less than thirty pounds will cause a loss of points for the session immediately prior to the weighing. Disqualification caused by the car being thirty pounds or more underweight will cause a loss of all points earned that weekend prior to the disqualification.

11. Review: Any driver who believes that points awarded in any race are inaccurate may request a review of the points awarded by written (or email) request to the PCA Club Racing Chairman within fourteen (14) days of the day the points totals are publicly announced for the race in question. Said request shall provide all documentation and/or justification as to why the points awarded should be reviewed.

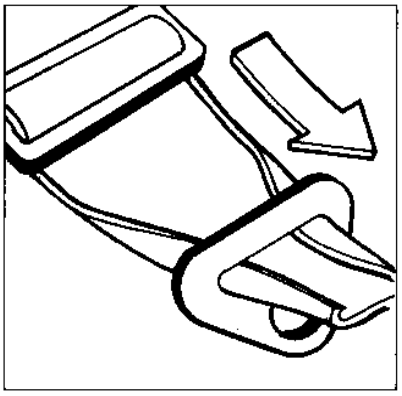
APPENDIX I – Seat Belt Specifications

Harness webbing must be approximately 3" for lap and shoulder webbing and 2" for antisubmarine strap webbing. Any FIA or SFI approved 5, 6 or 7-point competition harness is allowed, specifically those with 2” lap webbing or 2” sections of the shoulder webbing designed to fit over the yoke of a head and neck restraint device. Straps should be inspected regularly and replaced sooner than their expiration date if abraded, torn, frayed, melted, discolored, or otherwise show signs of excessive wear.

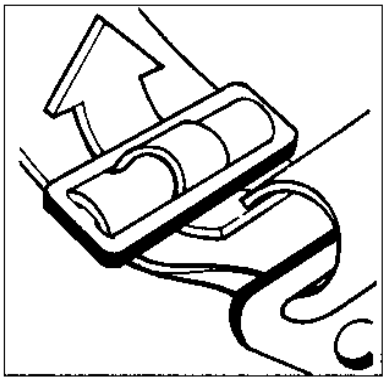
Belts shall be mounted according to these rules and the manufacturer’s specifications. The angle of the shoulder harness going back from the driver’s shoulders cannot be more than 30 degrees above nor more than 10 degrees below the horizontal plane of the shoulders. The anti-submarine straps must be mounted such that they will not allow upward vertical movement of the lap belt due to "crushing" of seat cushion material. Special attention must be given to the manufacturer's and similar common racing requirements concerning the angles of the anti-submarine belt and the lap belts, their routing through the slots or openings in the racing seat, and avoidance of any bends in the angle of pull caused by adjusters, seat slots, or interference of adjusters with the seat or chassis. Shoulder webbing should attach as near to the rear of the seat as convenient, in order to reduce belt length and stretch. The diagrams below show the proper routing of the straps around the mounting hardware.



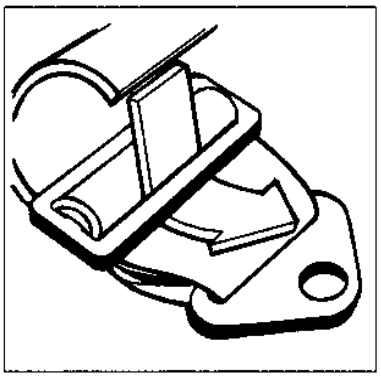
STEP 1: Insert strap through tightening buckle.



STEP 2: Pull strap to 8"–10" beyond buckle, fold edges and insert into mounting bracket.



STEP 3: Fold back strap and re-insert through



STEP 4: Fold back strap again and insert