



Competition Rules

Revision 7

These Competition Rules (rules) have been drafted with the advice of the Competition Director and approved by the PBOC Board of Directors. These rules are to be used by all participants of PBOC. These rules are designed to help facilitate the orderly execution of PBOC events and to establish minimum acceptable requirements for participation at these events. By participating in PBOC events, participants are indicating that they are informed of, and agree to comply with, our rules.

PBOC offers no expressed or implied warranty of safety. These rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others. Above all, PBOC wishes to promote fair and enjoyable competition for its members.

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

These rules are published by PBOC National, Inc. d.b.a. PBOC Motorsports Club. All rights reserved.

Latest Revision - 12/13/2021

Table of Contents

Specific Event Rules	1
PBOC Annual Race Tech Inspection Requirements.....	1
Minimum PBOC Super Solo Group Requirements	2
Enduro Series Rules for Friday Enduro.....	3
Supplemental Rules for PBOC Race Into the Night.....	4
PBOC Standards and Rules.....	6
1. APPEALS.....	6
2. AWARDS DISTRIBUTION.....	6
3. AWARDS POINTS.....	6
4. AWARD POINTS BASIS.....	6
5. BALLAST WEIGHT.....	7
6. CAR MARKINGS.....	7
7. CHIEF INSTRUCTOR.....	8
8. CHIEF STEWARD	8
9. CLOTHING.....	8
10. COMPETITION CLASSES	8
11. COMPETITION COMMITTEE.....	8
12. COMPETITION DIRECTOR	8
13. CAR NUMBERS (Race Cars & Super Solo).....	8
14. CONVERTIBLES / OPEN CARS (Drivers Education Group).....	9
15. CONVERTIBLES / OPEN CARS (Race Group).....	9
16. COURSE CONTROL.....	9
17. DOOR BEAMS	9
18. DRIVERS	10
19. ENDURO RACES (See also Pit stops)	10
20. EVENT REGULATIONS	10
21. EXHIBITION CARS.....	10
22. EXHIBITION RACES	10
23. FIRE EXTINGUISHER	10
24. FLAGS	11
25. FUEL	11
26. GRID CONTROL.....	12
27. HAND SIGNALS.....	12
28. HELMETS.....	12
29. IMPOUND.....	12
30. INSPECTION	12
31. LICENSING	13
32. LIGHTS.....	14
33. MEMBERSHIP	14
34. MODIFICATIONS.....	14
35. PASSENGERS.....	15
36. PASSING AREAS (Driver’s Ed.)	15
37. PASSING RESPONSIBILITY.....	15
38. PIT STOPS	16
39. PROTEST (Racing Related).....	16
40. PROTEST TIME LIMIT	17
41. PROTEST or APPEAL (Racing Related - Protest in Bad Faith).....	17
42. QUALIFYING.....	17
43. RACE CLASS	17
44. RESTRAINT SYSTEMS	17
45. ROLL BAR / ROLL CAGE (Race Group).....	17
46. SAFETY (General).....	18
47. SAFETY DIRECTOR	18
48. SAFETY REQUIREMENTS (Race & Super Solo Groups).....	18
49. TECH INSPECTION (Race Cars).....	19

50. TECH INSPECTION (Super Solo)	19
51. TECH INSPECTION (Driver Education School)	19
52. TIMING & SCORING	19
53. TIRES	20
54. TROPHIES	20
55. VEHICLE ELIGIBILITY	20
56. WAIVER	20
57. WHEELS	20
58. WINDOWS / GLASS	21
59. WORKER CHAIRPERSON	21
60. 13/13 RULES AND REGULATIONS	21
APPENDIX A.....	21
APPENDIX B.....	24
APPENDIX C.....	25
APPENDIX D.....	25
APPENDIX E	26

Specific Event Rules

PBOC Annual Race Tech Inspection Requirements

- HANS (Head and Neck Support) Device mandatory in all Racecars
- Helmet rated Snell, SAH 2015, SFI 31.2A
- Driver's name must be on left side of Helmet
- Helmet visor or goggles for cars without full windshield
- Arm Restraints are required for all non-hardtop cars - Convertible, Targa, T-Top, Sport Racer, Spec. Racer and Roadsters.
- **ONE PIECE** SF3.2A/5 or better driving suit - two layer minimum
- Fire retardant shoes, socks and gloves
- Driver with any facial hair must wear a balaclava
- Fire Extinguishers or Fire Systems rated 10BC or better with a readable gauge
- Steel wheel stud length equal to thickness of lug or longer.
- Studs & lug nuts must be made of steel
- Strap over top of battery and positive battery terminal covered
- Window Net SFI 27.1 newer and mounted to chassis with metal brackets & metal release (No tie wraps or plastic clips)
- Driver 5/6/7 point Seat Harness SFI 16.1, 16.5 or newer and shall expire Dec. 31, 5 years after date of manufacture and correctly mounted
- Race Seat is FIA certified & Dated Jan. 1, 2007 or newer or has seat back brace
- Roll bar or Roll cage meets PBOC regulations - SCCA, PCA, and BMWCC legal Bars are OK
- Left & Right exterior and center rear view interior mirrors are mandatory (per PBOC GCR's "General Competition Rules")
- Kill switch operational and externally accessibly
- Tow Hooks Front & Rear
- Front and Rear Tow hook arrows
- PBOC decals left and right side between tire wells and above bottom of door (supplied by PBOC)
- PBOC Race class on front and rear of car - class determined at track (decals supplied by PBOC)
- Kill switch decal
- Fire extinguisher decal
- Car numbers all 4 sides to GCR specs.

Minimum PBOC Super Solo Group Requirements

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

- Helmet rated Snell SA2010, SAH2010, FIA 8860-2004, SFI 31.1A, SFI 31.2A
- Helmet visor or goggles for cars without full windshield
- HANS (Head and Neck Support) Device mandatory in all Racecars
- Arm Restraints are required for all non-hardtop cars - Convertible, Targa, T-Top, Sport Racer, Spec. Racer and Roadsters
- Some open top cars (Convertible, Cabriolet, and Targa) will be required to have a Roll Cage (check with Competition Director)
- Sub-belt must pass thru seat or V style sub belt install approved by Competition Director
- PBOC Super Solo Decals (can be magnetic) left and right side of car between tire wells and above bottom of door
- Permanent Car Numbers (can be magnetic) on both sides and rear of car / must be a contrasting color
- Provisional Drivers must have a very visible 4 in. minimum **X** (can be magnetic) on rear of car
- Each Super Solo car and driver will have an annual tech inspection performed at the first event entered
- Each Super Solo Driver will receive a passport (Log Book) with a permanent number at the time of the annual tech inspection

Recommended:

- **ONE PIECE** SF3.2A/5 or better driving suit - two layer minimum
- Fire retardant shoes, socks and gloves
- Driver with any facial hair must wear a balaclava
- Shoulder Harness must pass thru seat
- Driver 5/6 point Seat Harness, correctly mounted
- Fire Extinguishers or Fire Systems rated 5BC or better with a readable gauge
- 4 point approved Roll Bar minimum or approved Roll cage

Enduro Series Rules for Friday Enduro

This is a 90-minute enduro race. A second driver is optional. If there are two drivers, or any driver changes you **MUST** inform Timing and Scoring of the changes. The driver qualifying the car, must start the race and drive for a minimum of 30% of the race to score championship points

A Single five-minute pit stop is mandatory. Successive pit stops do not count toward the five-minute total and have no time limit. The rule is that the wheels must be stopped for 5 minutes. T&S will monitor pit stops as minimum of five (5) minutes plus your qualifying time for the lap that contains the pit stop plus the time required to drive the pit lane at 45 mph. Penalties will be assessed at a rate of 10 seconds for each second the pit stop is short.

A pit stop can be made at any time during the race, but it must take place prior to the last ten (10) minutes of the race. Anyone making the mandatory five-minute pit stop within the last ten (10) minutes of the race will be assessed a two (2) lap penalty. Failure to make the mandatory pit stop will be a five (5) lap penalty. If a race is shortened due to force major or incident penalties will apply.

Any time a car is fueled the car must be stopped for five (5) minutes. All fueling must take place in the hot pit lanes, not in the paddock. **During fueling the driver must be out of the car with the engine off.** No one is allowed to work on the car while it is being fueled. Only two (2) people are allowed over the wall during fueling including the driver. The driver may fuel the car or may be the fireman.

Four (4) crew members are allowed to work on the car during pit stops after fueling stops. The fueler and fire bottle man do not count. However, they cannot do anything other than fuel and hold the fire bottle.

FUELER (fuelers) and FIREMAN must be fully clothed in nomex with closed toe shoes and socks. His/her face must be fully covered (visor down on helmet or goggles and balaclava). There must be a fireman at ready with a fire extinguisher of #10 BC minimum.

Fuel bottles with a hose, funnels, Flo Fast or dry break fuel rigs can be used. Time penalties will be assessed for excess fuel spills.

A pit stop during a full course yellow will not count as your five-minute stop unless you were pitted prior to the full course yellow being displayed. If the race is black flagged, then all cars must pull into the hot pits and line up in the hot lane in order that they exit the track. **There is NO WORKING on the cars while in the hot pits.**

As the entrant, you are responsible for your crew. Pit area at Sebring is designated by a yellow line in front of the pit wall. All crew or personnel who are past the yellow line, must have long pants and closed shoes. **DO NOT SIT ON THE WALL.**

Supplemental Rules for PBOC Race Into the Night

- There is no mandatory number of pit stops
- Speed in pit lane must not exceed 45 mph
- When crew does work under car, car must be on jack stands.
- Crew must notify officials when moving car behind the wall for repair and must obtain permission to return car to race surface or hot pits.
- Passing under a yellow flag, ignoring a black flag or other such situations will be penalized by a stop and go penalty, a time penalty or lap penalty at the Competition Steward's discretion. Typically, a stop and go penalty would be assigned during the race. Time or lap penalties would normally be assessed in the event of a last lap infraction, or should multiple infractions occur or if the infraction wasn't communicated to the Competition Steward in time to invoke a stop and go penalty prior to the end of the race. However, the Competition Steward has final discretion and may use any or all of the penalties at his disposal.
- Drivers cannot drive continuously longer than 2 hours. A team must have a minimum of 2 drivers.
- Teams are encouraged to use radio communication with their cars. If a team loses radio communication, they can ask the officials to black flag their car. If a team feels the need to signal their car, they must ask permission from an official before going to the wall.
- Teams are required to have a scanner set on the PBOC control frequency to monitor race control.
- Race control is 464.8750. You shall monitor this channel. But you may not use it for communication for your team or to contact race control.
- All crew in the hot pits must wear non synthetic clothes including long pants, socks and closed toe shoes, and long sleeve shirt. If going over the wall, a fire retardant suit is recommended.
- No smoking is allowed in the hot pits.
- No electric powered tools are allowed over the wall.
- Battery powered tools are allowed over the wall, Including flashlights
- Nitrogen bottles must have a cage around the regulator, or the nitrogen bottle must be contained within a pit cart.
- Violations of pit lane rules are subject to penalties depending on the severity of the infraction and at the discretion of the Competition Steward, including stop and go, time or lap penalties.
- During the six-hour race only the pits are not closed during a full course yellow.

Fueling:

- Anytime fuel is added to a car, the wheels must be stopped for 5 minutes.
- Engine must be off during fueling and the driver MUST be out of the car.
- Fuel bottles with a hose, funnels, Flo Fast or dry break fuel rigs can be used. The overall emphasis is on safety, please try not to spill fuel, particularly in the area of hot engine or brake parts. Time penalties will be assessed for fuel spillage.
- FUELER / fuelers and FIREMAN must be fully clothed in nomex with closed toe shoes and socks. His/her face must be fully covered (visor down on helmet or goggles and balaclava). There must be a fireman at ready with a fire extinguisher of #10 BC minimum.

- During fueling the driver must be out of the car with the engine off. No one is allowed to work on the car while it is being fueled. Only two (2) people are allowed over the wall during fueling including the driver. The driver may fuel the car or may be the fireman. If more fuelers are required, you must obtain permission from the Competition Steward
- Four (4) crew members are allowed to work on the car during pit stops after fueling is complete.
- Fueling cannot begin and fuel cap cannot be removed until the driver is out of the car and both feet are on the ground. Driver cannot get back in the car and work commence until the fueling is finished and the fuel cap is back on and fastened.
- All fueling must take place in the hot pit lanes, not in the paddock.
- There can be no work done on the car during fueling.
- DO NOT SIT ON THE WALL
- If the race is black flagged, then all cars must pull into the hot pits and line up in the hot lane in order that they exit the track. There is NO WORKING on the cars while in the hot pits during a Black flag situation. Water may be given to the drivers.

PBOC Standards and Rules

The following rules apply generally to all PBOC functions where not superseded by the rules of a specific event or series above. These rules are collectively identified as “General Competition Rules” or GCRs.

1. APPEALS

Racing related appeals must be made in writing within 30 minutes of a racing incident that the racer is involved in or any action of a PBOC Official which affects a racer, whichever is later. The appeal will be reviewed by the Board of Directors at their next meeting which could take up to three months. The decision of the Board is final.

2. AWARDS DISTRIBUTION

Awards will be distributed after the last championship point’s race of the year, and after all protests and appeals affecting distribution have been settled. Date and location of the awards ceremony will be posted on the PBOCflorida.com web site.

3. AWARDS POINTS

Points will be awarded to members whose membership and competition license are current. Points will be accumulated to determine championships for the competition season. To be eligible for the year end Racing Championship Award, you must have received points in a **minimum of 30% of the Races** held in that calendar year in any class or combination of classes. If that number is a fraction, it will be rounded up. The yearend Championship award points total will come from a maximum of 65% of the total races held in one class only. If that number is a fraction, then it will be rounded up. If you have met the required minimum number of events in multiple classes, then the class that you have placed the highest in by points will be counted for the Championship award for that class. You can only receive a year end Championship Award in one class.

4. AWARD POINTS BASIS

4(a) Each Car / Driver per the rules, participating in a PBOC event will receive Championship points in their class for position if they have finished at least 50% plus one lap of the total laps driven by the overall winning car in their race. Any driver not completing 50% plus one will be a DNF and receive 2 points.

Position	All Florida Tracks single points		All out of state tracks double points	
	Sprint Race	Enduro Race 60 min.	90 min.	120 min.
1	12	15	17	22
2	11	14	16	21
3	10	13	15	20
4	9	12	14	19
5	8	11	13	18
6	7	10	12	17
7	6	9	11	16
8	5	8	10	15
9	4	7	9	14
10	3	6	8	13
DNF	2	2	2	2
DNS	1	1	1	1

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

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

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

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

4(f) Race results will be posted on www.mylaps.com. Championship points will be posted on the PBOC website www.pboctflorida.com.

5. BALLAST WEIGHT

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

6. CAR MARKINGS

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

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

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

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

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

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

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

7. CHIEF INSTRUCTOR

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

8. CHIEF STEWARD

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

9. CLOTHING

9(a) Race Series Drivers require:

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

9(b) Drivers School requires:

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

9(c) Super Solo Group Drivers require:

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

10. COMPETITION CLASSES

(See Appendix A)

11. COMPETITION COMMITTEE

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

12. COMPETITION DIRECTOR

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

13. CAR NUMBERS (Race Cars & Super Solo)

13(a) The Race License Chairperson or designee will assign Racecar numbers.

13(b) The Super Solo Director or designee will assign Super Solo car numbers.

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

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

14. CONVERTIBLES / OPEN CARS (Drivers Education Group)

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

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

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

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

15. CONVERTIBLES / OPEN CARS (Race Group)

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

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

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

16. COURSE CONTROL

16(a) The Chief of Workers is to be responsible for the following:

16(b) Flag inventory.

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

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

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

17. DOOR BEAMS

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

18. DRIVERS

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

19. ENDURO RACES (See also Pit stops)

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

19(b) No driver will be allowed to drive for more than two uninterrupted hours at a time.

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

20. EVENT REGULATIONS

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

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

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

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

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

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

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

21. EXHIBITION CARS

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

22. EXHIBITION RACES

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

23. FIRE EXTINGUISHER

Fire extinguishers rated 10BC or better are mandatory for all Race events. Fire extinguishers rated 5BC or better are mandatory for all Super Solo Group events. All extinguishers must have a gauge that is visible to tech personal showing their status. It is recommended fire extinguishers be either replaced, or at least serviced, annually. All fire extinguishers (except fixed in place fire systems) must be firmly and safely attached within the

passenger compartment by metal attachment brackets within convenient reach of the driver in seated and restrained position. On board, fixed in place fire systems are recommended for racing participants.

24. FLAGS

All drivers must fully understand and adhere to the following flags

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

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

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

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

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

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

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

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

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

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

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

24(l) Green: The Green flag means the session is underway, the entire course is open and clear.

25. FUEL

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

25(b) PBOC will calculate fuel weight at 6 pounds per gallon.

26. GRID CONTROL

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

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

27. HAND SIGNALS

The following hand signals must be performed as follows

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

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

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

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

28. HELMETS

28(a) For all Driver Education participants, a Snell Foundation approved SA2010, SM2010 or SAH2010 SA 2015 Helmet with official Snell Certification Sticker or a FIA 8860-2004 / SFI 31.1A / SFI 31.2A Helmet is required. Closed face highly recommended.

28(b) For all Super Solo Group Driver Education participants, a Snell Foundation approved SA 2010, SA 2015 Helmet with official Snell Certification Sticker or a FIA 8860-2004 / SFI 31.1A / SFI 31.2A Helmet are required. Closed face highly recommended.

28(c) For all PBOC Race Series participants a Snell Foundation approved SA 2015 Helmet with official Snell Certification Sticker or a FIA 8860-2004 / SFI 31.1A / SFI 31.2A Helmet is required. Driver's name must be on the left side of helmet. Closed face highly recommended.

28(d) Hans device is mandatory for all race classes.

29. IMPOUND

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

30. INSPECTION

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

31. LICENSING

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

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

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

31(d) PBOC must be at least 16 years of age. 16 years old with parental release.

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

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

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

31(h) In order to maintain a valid PBOC Competition License, the member comply with all the GCRS licensing provisions.

31(i) Waiver of any or all, in whole or in part, of these licensing requirements shall be at the sole discretion of the Race Steward, Race Director or Competition Director.

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

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

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

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

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

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

31(p) Members with a Completion Certificate from an accredited Racing School program will display a Rookie X of 4in min. in contrasting color on the rear of their car for a minimum of four race weekends.

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

32. LIGHTS

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

32(b) Any Race that has listed as part of the Race, **NIGHT DRIVING** must have headlights and rear stop and taillights in working order or supplemental lights approved by the Competition Director or Safety Director.

33. MEMBERSHIP

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

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

33(c) Must be at least 16 years of age with parental approval.

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

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

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

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

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

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

34. MODIFICATIONS

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

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

34(c) Any OEM current, updated, or back dated exterior mirrors are allowed. **LEFT & RIGHT** exterior mirrors not smaller than the original OEM mirror are mandatory. Mirror mounting position may be changed but must remain within 6" of the original location on the exterior of the body. The OEM interior

mirror may be replaced by a mirror of any design as long as it is not smaller than the original OEM mirror changed and must remain in the original location. Additional mirrors may be added, both interior and exterior.

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

34(e) Any modification not covered by the rules may be found illegal.

35. PASSENGERS

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

36. PASSING AREAS (Driver's Ed.)

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

37. PASSING RESPONSIBILITY

37(a) NO ONE IN PBOC OWNS THE TRACK

37(b) NO ONE IN PBOC OWNS THE TURN

37(c) NO ONE IN PBOC OWNS THE LINE

37(d) BLOCKING IS NOT ALLOWED IN PBOC

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

37(f) The responsibility to pass safely in a turn rests with both drivers.

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

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

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

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

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

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

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

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

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

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

38. PIT STOPS

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

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

38(c) The Winterfest 6-hour night race has no mandatory number of pit stops.

39. PROTEST (Racing Related)

39(a) Every racing related protest shall be submitted in writing along with a \$250.00 cash nonrefundable protest fee to

the Competition Director, Race Director, Chief Instructor or Safety Director or designee, specifying which rule(s) of the GCRS is claimed to have been violated, dated and signed by the protester. Each protest must include the number and class of the car or entrant being protested and (or when not otherwise possible or relevant) the name of the entrant.

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

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

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

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

foregoing terms shall result in immediate disqualification and will result in the loss of accumulated points and other penalties deemed appropriate by the Competition Committee.

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

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

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

40. PROTEST TIME LIMIT

Racing Related protests must be received within the following time limits

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

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

40(c) Against event results: Within 30 minutes of posting of official results.

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

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

42. QUALIFYING

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

43. RACE CLASS

43(a) No passengers are allowed in the Racing group

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

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

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

44. RESTRAINT SYSTEMS

See 50.0 f to 50.0 j

45. ROLL BAR / ROLL CAGE (Race Group)

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

46. SAFETY (General)

- 46(a)** Any modification with regard to safety improvement will generally be accepted if approved by the Competition Director or his designee.
- 46(b)** All loose objects, tools, removable floor mats, etc. must be removed from all interior and trunk spaces.
- 46(c)** Both driver and passenger doors must remain unlocked.
- 46(d)** No fuel system components, including fuel lines, shall be exposed to the driver's compartment. All fuel system components must be behind a completely sealed metal firewall. All high-pressure lines shall have appropriate fittings. No oil sumps or oil containers of any kind are allowed in driver's compartment without prior written approval of the Competition Director. Current licensed and log book SCCA Race Cars: All fuel and oil lines, including gauge and vent lines, that pass into or through the driver / passenger compartment or bulkhead shall be of steel tube or metal braided hose.

47. SAFETY DIRECTOR

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

48. SAFETY REQUIREMENTS (Race & Super Solo Groups)

- 48(a)** All batteries must be secured with an insulated metal strap over the top of the battery traversing the entire length or width to secure the battery from any movement with sufficient strength to retain the battery in position during a crash or rollover. This strap must be securely bolted to the chassis. The positive post and connector shall be completely covered with insulating material of sufficient strength to prevent contact with a grounding source.
- 48(b)** All vehicles in racing events must have an electrical cut-off switch in compliance with **Appendix E**.
- 48(c)** All cockpit mounted accessories and equipment shall be mounted securely and padded as necessary to prevent injury during a crash. Driver's side floor mat must be removed.
- 48(d)** All oil lines on the pressure side of the oil pump(s) must be connected via thread-on connections equal to or better than the factory -- slip on oil lines to and from coolers are not acceptable.
- 48(e)** An approved fuel cell is mandatory for all cars competing in **Race Classes RT, R0, R1, R1S & R2**. *Exceptions*; Factory purpose built race cars with fuel tanks protected by a metal bulkhead (*example*: 996 Cup Car) or Production based **J, K, L, M, N, and P Class** Cars with fuel tanks behind front towers or in front of rear towers.
- 48(f)** Racing events require driver to have approved 3" competition lap belts, minimum 2" shoulder harness with a Hans Device and minimum one 2" antishmarine strap. Not mounted to the seat or it's rails (Exception is a Boxster, Boxster S, 996, GT2, or GT3 with Porsche Factory GT3 seat with Porsche Factory Race harness).
- 48(g)** Restraint systems found to be questionable in condition, design, material, mounting and/or in any way deemed unsafe will be disallowed.
- 48(h)** Material of all restraints (stock or otherwise) must be in good condition. Restraint system webbing used in racing events must be date labeled and replaced every 5 years.
- 48(i)** Hardware should meet or exceed the strength of standard DOT or SAE approved type (i.e. forged eye bolts with 7/16" SAE threads).
- 48(j)** Harnesses must be mounted to either the chassis, backed by large diameter washers, to the roll bar or cage, but not to the seat or seat rail. No more than one strap can be mounted to the same mounting bolt. (Exception is a Boxster, Boxster S, Cayman, Cayman S, 996, GT2, GT3 or 996 with Porsche Factory GT3 seat with Factory Race harness be attached to seat).

48(k) All high back seats where the headrest is an integral part of the seat must be equipped with “H” style shoulder harnesses. Shoulder harness mounting that depends on the seat back either for position or for support will not be allowed. The shoulder harness straps must remain on the shoulders in all situations. A “sternum strap” or similar design is not acceptable. The angle of the shoulder going back from the driver’s shoulders cannot exceed 30 degrees below the horizontal plane of the shoulders. Seats with sides that otherwise prevent substantial contact of the lap belt with occupant must have slots to allow sufficient contact and restraint. Modifications to or replacement of seat(s) may be necessary to meet these requirements. Seats manufactured with harness slots are highly recommended.

48(l) Lap belts should be mounted so as to approximately bisect the angle between the thigh and the spine as viewed from the side.

48(m) Anti-submarine straps should be mounted such that they will not allow upward vertical movement of the lap belts due to any crushing of the front seat cushion in any situation.

48(n) All replacement seats must be of equivalent or greater strength than the originals they replace. Low-back seats must have an approved head restraint or structure behind the driver’s and passenger’s heads.

48(o) All vehicles in racing events must adhere to the window net specifications of **Appendix F**.

49. TECH INSPECTION (Race Cars)

49(a) The Competition Director will perform the annual vehicle technical inspection.

49(b) The Board of Directors must approve official technical inspection stations.

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

49(d) PBOC race cars that have passed annual tech will receive a roll bar annual tech sticker.

50. TECH INSPECTION (Super Solo)

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

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

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

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

51. TECH INSPECTION (Driver Education School)

51(a) Technical inspection should be completed by qualified repair facilities.

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

52. TIMING & SCORING

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

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

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

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

53. TIRES

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

54. TROPHIES

See Section 2 thru 3.

55. VEHICLE ELIGIBILITY

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

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

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

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

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

56. WAIVER

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

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

57. WHEELS

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

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

57(c) Hubcaps and wheel center caps must be removed.

58. WINDOWS / GLASS

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

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

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

59. WORKER CHAIRPERSON

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

60. 13/13 RULES AND REGULATIONS

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

APPENDIX A

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

RE ---- EXHIBITION

Reclassify R0 thru R8 below using PBOC WDI rules and worksheet See attached rules:

R0 ----

R1S -

R1 -

R2 -

R3 ___
R4 ----
R5 ----
R7 ----
R8 ----

Below classifications unchanged

RS1 – Sports Racers
RS2 – Sports Racers
RS3-- Sports Racers
RS4—Sports Racers
R5S – GP Thunder Roadsters
R6R – Thunder Roadster & GP
R8R – Legends
RSE30----E30 BMW cars
RSE36----E36 BMW cars

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

(a) The New 2019 PBOC Open Racing Car Classification System

Commencing with Winterfest 2019, PBOC will be rebranding its club racing program as *PBOC Open Racing*. PBOC intends to make PBOC Open Racing even more attractive to drivers of all types of racecars. To achieve this, PBOC is adopting a highly simplified racecar classification system that discards the traditional multi-component point system for a straight forward system that focuses on engine size and car weight. PBOC's existing car and driver safety requirements continue to apply. Fundamentally, the premise is that amateur racecar preparation has evolved to a fairly uniform level; accordingly, the single biggest determinants of racecar lap times (apart from the driver's skill) are engine power and car weight.

PBOC calls this new classification system the Weight/Displacement Index, or WDI. Unlike some organizations that use dyno results for classification, PBOC has reduced the burden on racers and race officials, and the WDI system will not require dyno results. This additionally eliminates issues related to the variation of dyno results due to things such as machine calibration and test conditions, as well as the opportunity to "adjust" the dyno results.

All that will be necessary to classify a racecar for PBOC Open Racing will be its weight (in pounds) and engine displacement (in liters). Recognizing, however, that not all engines of the same displacement generate the same power, the PBOC Race Director will have discretion (to be exercised carefully and rarely) to make classification adjustments to achieve fun, competitive, fair and safe racing.

PBOC believes that this new system will enhance competition, reduce complexity and increase race participation. As with any new system, implementation will be closely monitored and warranted adjustments will be made based on experience and participant input. Our only goal is to provide safe, fun and competitive motorsports for all of our drivers.

The new WDI system works on the following simple rules:

- (1) Race car classifications will be based on the Weight/Displacement Index (**WDI**).
 - (a) "**Weight**" means the measured weight (in pounds) of the car (no driver); and
 - (b) "**Displacement**" means the actual engine displacement in liters (i.e., if the engine displacement is modified from stock, the modified displacement is used).
- (2) WDI will consist of 8 classes, ranging from 5 to 12.
- (3) WDI will be computed as follows:
 - (i) (A) equals the quotient of Weight divided by Displacement.
 - (ii) Divide (A) by 100 and truncate resulting quotient to two numbers to the right of the decimal point. The result is (B).
 - (iii) Round (B) to nearest whole number, up if decimal is .50 or greater or down if decimal is lower than .50. The result is WDI.

(iv) Subject to Rule 4 below, Class equals WDI.

For example, a 2900 pound racecar with a 3.6 liter engine would have its class calculated as follows:

(i) $(A) = 2900/3.6 = 805.55$

(ii) $(B) = 805.55/100 = 8.0555$, truncated to 8.05.

(iii) Round 8.05 down to 8, which equals WDI and Class.

(4) The following rules apply to calculation of WDI and classification:

(i) If measured weight per scales is not available, then factory curb weight for the specific vehicle and year minus 200 pounds will be used.

(ii) Displacement of supercharged and turbocharged engines will be multiplied by a factor of 1.50. For example, a turbocharged 2.5 liter engine would be classed based on a 3.75 liter displacement.

(iii) The WDI of factory built racecars, such as Porsche Cup Cars or BMW GT4, will be reduced by 1 (e.g., if the calculated WDI is 6, then the reduced WDI would be 5).

(iv) The PBOC Race Director shall have the authority to adjust a car's WDI to achieve competitive balance and fairness. Such adjustments shall be considered if a car's actual race results demonstrate in two or more races an average time of the three fastest laps of each race that is 7% faster than the average time of the three fastest laps in the same races of the next fastest car in the same class.

(v) Thunder Roadsters will be dual classed based on WDI and also as a single Thunder Roadster class.

(vi) Prototypes such as Elan, Praga, Ligier and Radical will be dual classed based on WDI and also as a single PBOC Prototype Class.

(vii) Mazda MX-5 (Miata) racecars that satisfy the Spec Miata specifications of SCCA or NASA will be dual classed based on WDI and as single PBOC Miata Class.

(5) PBOC car and driver safety standards will remain unchanged until expressly revised in writing.

		Displacement of engine (in Litres)																							
		1	2	2	3	3	4	4	5	5	6	6	7	7	8	8	9	9	10	10	11	11	12	12	
Weight of Car (in Pounds)	1,000	10	7	5	4	3	3	3	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	
	1,250	13	8	6	5	4	4	3	3	3	2	2	2	2	2	2	1	1	1	1	1	1	1	1	
	1,500	15	10	8	6	5	4	4	3	3	3	3	2	2	2	2	2	2	2	2	1	1	1	1	
	1,750	18	12	9	7	6	5	4	4	4	3	3	3	3	2	2	2	2	2	2	2	2	2	1	
	2,000	20	13	10	8	7	6	5	4	4	4	3	3	3	3	3	2	2	2	2	2	2	2	2	
	2,250	23	15	11	9	8	6	6	5	5	4	4	3	3	3	3	3	3	2	2	2	2	2	2	
	2,500	25	17	13	10	8	7	6	6	5	5	4	4	4	3	3	3	3	3	3	2	2	2	2	
	2,750	28	18	14	11	9	8	7	6	6	5	5	4	4	4	3	3	3	3	3	3	3	2	2	
	3,000	30	20	15	12	10	9	8	7	6	5	5	5	4	4	4	4	3	3	3	3	3	3	3	
	3,250	33	22	16	13	11	9	8	7	7	6	5	5	5	4	4	4	4	3	3	3	3	3	3	
	3,500	35	23	18	14	12	10	9	8	7	6	6	5	5	5	4	4	4	4	4	3	3	3	3	
	3,750	38	25	19	15	13	11	9	8	8	7	6	6	5	5	5	4	4	4	4	4	3	3	3	
	4,000	40	27	20	16	13	11	10	9	8	7	7	6	6	5	5	5	4	4	4	4	4	3	3	
	4,250	43	28	21	17	14	12	11	9	9	8	7	7	6	6	5	5	5	4	4	4	4	4	4	
	4,500	45	30	23	18	15	13	11	10	9	8	8	7	6	6	6	5	5	5	5	4	4	4	4	
	4,750	48	32	24	19	16	14	12	11	10	9	8	7	7	6	6	6	5	5	5	5	4	4	4	
	5,000	50	33	25	20	17	14	13	11	10	9	8	8	7	7	6	6	6	5	5	5	5	4	4	
	5,250	53	35	26	21	18	15	13	12	11	10	9	8	8	7	7	6	6	6	5	5	5	5	4	
5,500	55	37	28	22	18	16	14	12	11	10	9	8	8	7	7	6	6	6	6	5	5	5	5		
5,750	58	38	29	23	19	16	14	13	12	10	10	9	8	8	7	7	6	6	6	5	5	5	5		
6,000	60	40	30	24	20	17	15	13	12	11	10	9	9	8	8	7	7	6	6	6	5	5	5		

APPENDIX B

ROLL BAR / CAGE SPECIFICATIONS

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

MINIMUM ROLL BAR TUBING SIZES:

Under 1500 lbs. Over 1500 lbs.

Mild Steel 1.5"x.120" 1.75"x.120"

Alloy Steel 1.375" x .090" 1.625" x .095"

THROUGH BULKHEAD BRACING

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

ROLL CAGE SPECIFICATIONS:

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

Under 2500 lbs. Over 2500 lbs.

Mild Steel 1.50" x .095" 1.75" x .095 or 1.50" x .120

Alloy Steel 1.375 x .095" 1.50" x .095"

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

APPROVED BOXSTER ROLL CAGE SPECIFICATIONS (MANDATORY FOR CUP RACING):

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

FOLLOWING SPECIFICATIONS FOR BOXSTER, Z3, Z4 AND ALL OPEN CARS:

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

APPROVED BOLT IN ROLL BAR FOR 964, 993, COUPE AND CONVERTIBLE, AS A MINIMUM REQUIREMENT:

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

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

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

APPENDIX C

ELECTRICAL DISCONNECT SPECIFICATIONS

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

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

APPENDIX D

WINDOW NET SPECIFICATIONS

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

APPENDIX E

COMMUNICATIONS, RADIOS

RADIO RECOMMENDATIONS

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

Race frequencies

Sebring: 464-8750

All others: 462-6625

LIVE TIMING:

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