



# Porsche Club

---

## Porsche Owners Club



### 2017 Guard Transmission Tribute to LeMans Enduro Race - Sporting Regulations

Owner of Car: \_\_\_\_\_ Car # \_\_\_\_\_  
Team Name: \_\_\_\_\_

The Porsche Owners Club returns to Willow Springs International Raceway for the 3-hour endurance race "2017 POC Guard Transmission Tribute to LeMans." The Tribute is our own unique way of testing each individual, driver & team and vehicle to the limits focusing on preparation, driving skill, and teamwork.

This Sporting Regulations title page must be signed and turned into John Gordon Taylor no later than Saturday morning at the Driver's meeting. Failure to do so may result in a disqualification of the entry.

*The undersigned affirms that they have read, understand and will abide by the rules, regulations, penalties and sportsmanship conduct as set forth herein.*

(All Entries)

(Relay group entry only)

Driver #1 \_\_\_\_\_ Car # \_\_\_\_\_  
(Driver #1 qualifies but does NOT need to start the race)

Race Class \_\_\_\_\_ Holding Time/Seconds \_\_\_\_\_

Driver #2 \_\_\_\_\_ Car # \_\_\_\_\_

Race Class \_\_\_\_\_ Holding Time/Seconds \_\_\_\_\_

Driver #3 \_\_\_\_\_ Car # \_\_\_\_\_

Race Class \_\_\_\_\_ Holding Time/Seconds \_\_\_\_\_

Driver #4 \_\_\_\_\_ Car # \_\_\_\_\_

Race Class \_\_\_\_\_ Holding Time/Seconds \_\_\_\_\_

Total Holding Time/Seconds \_\_\_\_\_

(Relay Race Group: If there is no third driver, an average of the first two drivers race class Holding Time must be used for the third driver's holding time, plus +25 seconds (each) due to the lack of one/two pit entry(s) and exit(s) and will be equally spent between the two drivers/cars. (See example on page 4)



# Porsche Club

---

## Porsche Owners Club



### 2017 Guard Transmission Tribute to LeMans Enduro Race - Sporting Regulations

**Location of Event:** Willow Springs International Raceway, 3500 75<sup>th</sup> St. W, Rosamond, CA 93560

**Date/Time of Race:** Saturday May 20th, 2017, 4:00pm–7:00pm (3 hours from the drop of the Green Flag)

**Format of Event:** The race will have 2 groups of cars: "Unlimited" and "Relay". Each group will have its own overall winner and podium finishers. The winner in each group is the team that has the most laps completed after 3 hours of racing.

"Unlimited" is a single car entry with multiple drivers, to compete in an all-out, 3 hour race with pit stops, refueling, tire replacement and driver changes.

"Relay" is a multi-car relay team of two or three cars & drivers that will be assigned pit stop holding times based on POC race class, with no fueling or tire changes allowed.

**May 19th**, Friday - Open Testing run by WSIR

**May 20th**, Saturday – Gates open 6:00 am and close at 10:00pm. Registration at 7:00 am in the WSIR Café. Tech 7:00 am, Drivers Meeting 7:15 am, Mandatory Tribute Drivers Meeting @ NOON-cafeteria.

**May 21<sup>st</sup>**, Sunday–Gates open at 6:00am and close at 8:00pm. PDS and TA Drivers meeting at 8:15 am.

**Car Eligibility:** Any racecar that meets the POC 2017 GCR's for Cup Racing may be eligible. POC Logbooks are mandatory for all vehicles and drivers. Any car that does not meet the GCR's (i.e.- non Porsches, cars from other Porsche clubs) please contact, Competition Director Dwain Dement [dwain@visionmotorsports.com](mailto:dwain@visionmotorsports.com), to determine eligibility. POC/AMB transponders are mandatory for all vehicles.

**Tech:** All racecars must be inspected at a certified POC Tech Station and have their Vehicle Logbooks stamped by the POC Tech Station. Logbooks are to remain in the racecars at all times.

**Decals:** All racecars must display required POC and sponsor decals, as designated, to be eligible to participate. Racecars without proper decals may be denied from the starting grid.

**Driver Eligibility:** Current POC membership and a valid 2017 POC Cup Race License is required to be eligible for the Tribute. If you are a race licensed driver with another Club (PRC, PCA, NASA, SCCA, etc), you may be eligible to enter the POC time attack and/or cup races, including the Enduro. E-mail Dwain Dement, Chief Driving Instructor at [dwain@visionmotorsports.com](mailto:dwain@visionmotorsports.com) for licensing questions. You will be asked to submit your driving resume and race license(s) from recognized sanctioning bodies.

**Driver Entry List:** The driver lineup for each racecar must be submitted in writing, along with all required fees, to Registration **prior to the Driver's meeting Saturday morning**. If a driver intends to race in more than one car, he must be shown on the roster of each racecar and pay the appropriate fee for each car. No substitutions or changes will be allowed after the Friday deadline.

**Volunteers:** Every Tribute team must provide a volunteer to assist POC officials during the event.

**Unlimited Group,** there are no restrictions on drivers. At least one driver change is recommended and there is no maximum time allowed for any amateur driver. Professional drivers (1 per team) are allowed, however, are limited to 2 hours in any one car. A professional driver is loosely defined as "any driver that has received financial compensation, excluding prize money, for driving in a race in the past 12 months". The POC Director of Motor Sports has the final decision in determining whether a driver is a professional or any other rule variation. No driver may be financially compensated for participating in this event.

**Relay Group,** no one driver may drive more than 2.5 hours in one car or less than 45 minutes including pit stop. Professional drivers are not allowed

**Qualifying:** Qualifying for both The Tribute and Saturday's Cup Races will be conducted Saturday per schedule using a split session format consisting of 30 minutes for each session (split). Only one car and driver from each team may participate in qualifying for The Tribute Race and must be identified in advance. Racer's running in both the Tribute and Cup Races will use their fastest lap for both. Each team may only participate in one of the two sessions. Professional drivers may qualify the car. The driver that qualifies the car does NOT need to start the race on Saturday. The Tribute has no minimum qualifying time.

**Full Course Yellow Flag Condition:** This means that there might be a problem somewhere on the track and absolutely no passing is allowed. You may **not** come into the pits. Drivers should be prepared to encounter a Pace Car, or a slow moving pack behind the Pace Car. If there is no Pace Car, it becomes the duty of the leader of the race (as indicated by the starter at start/finish tower) to act as the Pace Car and collect the field, single file, by slowing down to 35-55 mph. The race will not restart until the Pace Car has pulled off the course (if applicable) AND the green flag is displayed at Start/Finish. If you have crossed the transition line from the edge of the front straight to the pit access road when a full course yellow flag condition occurs, you **may** continue with your pit stop (including fuel) and rejoin the field when your pit stop is complete. There will be a single red light shown at pit entrance when the pits are closed. Entrance to the pits during a closed condition will be only allowed for an emergency condition. (i.e. flat tire, out of fuel) The only work allowed will be to correct the emergency condition. (i.e. one flat tire changed only) If fuel is added during a closed pit entrance, a maximum of 3 gallons may be added and the car will be held for five minutes. All emergency conditions must be declared to the Pit Steward when the car enters the pit.

**Black Flag:** Black flags and number boards will be displayed at the turn 6 station and at the Start/Finish Tower. Drivers must be aware of board postings at all times. If flagged, drivers must proceed to the **Black Flag Station** immediately.

**Red Flag Condition:** Red Flag indicates an emergency situation. Look in mirrors, pull safely to trackside and stop within sight of the nearest corner worker. Remain stopped until instructed otherwise. When advised, proceed with extreme caution to the hot pit lane. No Passing! The official running order will be restored by timing and scoring. It will be determined by the lap immediately preceding the red flag prior to restarting the race. If your car suffers a severe problem that will result in you becoming stranded on track immediately after the red flag (i.e. you run over debris from the accident that results in a flat tire), you may proceed to your pit box rather than stopping in the hot pit lane. You may not exit the car and no work may be performed on the car during the red flag. Your crew chief should briefly explain the problem to the Pit Marshal and obtain official approval from Race Control that the reason for your car exiting the track is satisfactory. If it is not a satisfactory reason, you will be instructed to rejoin the field at the rear of the grid. If Race Control gives approval, work may begin only after the race has been restarted. Any pit stop in

progress (timed or not) and/or any mechanical work occurring on cars in the pit or paddock area must **stop** immediately if the red flag is thrown and may not resume until the race is restarted. In the event that a timed pit stop was underway prior to the red flag, the balance of the timed stop must be completed after the race is restarted. Official race time continues during a red flag condition. Remember that POC always uses a single-file restart procedure after a red flag.

**Mechanical Breakdown:** If your car becomes disabled while on course and cannot return to your pit, you are to drive your car safely off the track as far as possible to avoid potential contact. Stay in the car with your belts on. NO repairs may be attempted while the car is on course. Everything that can be done to retrieve you will be done so that you may rejoin the race.

**Conduct:** Sportsmanlike conduct is required of all drivers and crew at all times. Any actions by any crewmember deemed un-sportsmanlike by Event Officials may result in issuance of a 13/13 and/or ejection from the event. The POC 13/13 policy will be strictly enforced.

**Pit Stops for the “Relay” Group:** To equalize the field of competition in the Relay Group, the total pit stop time for each team will be determined by the POC Race Classification of the cars entered (see chart). This car-specific pit holding time must be taken by each car on the team. The car that starts the race will serve this holding time at the end of their stint. The remaining cars on the team will serve this time at the beginning of their stint. Pit Marshals will keep track of your total pit stop time. At the end of a stint, the first car must enter the pits, come to a complete stop in the designated pit box area, whereby the Pit Marshal will begin the holding time. Once the time has begun, the Pit Marshal will motion the car to continue and exit the pit lane and enter the designated transponder transfer area. The team can now transfer the transponder to the next car which will have been positioned in the designated staging area. Once the total of the first cars holding time and the second cars holding time have been served, the car may continue down the hot pit and onto the track. This same procedure will repeat for the third/fourth team car and they will serve their holding time at the beginning of their stint. These required timed pit stops may not be performed during a full course yellow condition or a red flag condition. Additional pit stops, if needed for mechanical adjustments may be made at any time. At least one car/driver change is mandatory. All car entrants will be subject to impound and inspection.

For teams with only two cars, an additional pit holding time will be determined & assessed by using a combined average of the two car team plus 25 seconds for the extra pit entry and exit. Scoring of multi-car teams will be tracked using a single transponder that will be transferred from car to car at the trade-off pit stop.

### **2016 POC Guard Transmission Tribute to Le Mans “Relay Group” Pit Stop Times/Car**

<b>Race Class</b>	<b>Sec.</b>	<b>Min.-Seconds</b>
GT1	602	10:02
GT2 / R1 / R2 / GTC5	551	9:11
R3 / GTC4	525	8:45
GT3 / GTC3 / R4	500	8:20
GT4	450	7:30
SCR / V3 / CSR / MSR	400	6:40
GT5 / R5	350	5:50
BSR	300	5:00

R6 / R7	250	4:10
GT6 / R8 / R9 / R9S / R10 / R11 90	150	2:30

### **Relay pit stop holding time calculations:**

#### **Example for a three (3) Car/Driver Team: Pit Stop Time / Car**

Car/Driver #1 Race class GT2= 551 seconds or 9:11 min-sec

Car/Driver #2 Race class GT4= 450 seconds or 7:30 min-sec

Car/Driver #3 Race class BSR= 300 seconds or 5:00 min-sec

Total pit holding time 1301 seconds or 21:41 min-sec

#### **Example for a two (2) Car/Driver Team: Pit Stop Time / Car**

Car/Driver #1 Race class GTC4= 525 seconds + 244 seconds= 769 seconds or 12:49 min- sec

Car/Driver #2 Race class SCR = 400 seconds + 244 seconds= 644 seconds or 10:44 min-sec

Car/Driver #3 = None

Total pit holding time 1413 seconds / 23:33 min-sec

Formula for above Two (2) car/driver team pit holding time example:

Car/Driver #1 pit holding time 525 seconds

Car/Driver #2 pit holding time 400 seconds

Sub-total 925 seconds

Divided by 2 for average= 463 seconds

Pit in & out holding time(x1)= 25 seconds

Car/Driver # 3 pit holding time= 488

Additional relay/car/driver (/2) = 244 seconds for both cars/shared

### **PIT STOP RULES – “UNLIMITED” GROUP CARS"**

1. **PIT STOPS:** There is a minimum of two, 5-minute pit stops in this 3 hour enduro. However, ANY stop that involves adding fuel to a car will be a mandatory FIVE minute stop. All safety rules will be enforced and Pit Marshals will monitor all pit stops for each team to verify Safety & Enduro rule compliance and assess penalties as needed.

2. **REVERSING:** Reversing in pit lane is NOT allowed under the car's own power. The car must be pushed back. If the car overshoots its intended space by more than 50 feet, the entrant must rejoin the track & go around to enter again. **Using reverse gear is a 2-minute penalty.**

3. **ENGINE:** Engine must be off; driver may stay in car for fueling only if the pit crew provides 2 "Fire Monitors," both with fire extinguishers & buckets.

4. **HOT PIT CREW:** No more than 4 crewmembers will be allowed over the pit wall at any one time, not counting the driver(s).

5. **FUELING CREW:**

A fuel crew will consist of a minimum of one fuel handler and one "Fire Monitor". Each team is to designate at least one crewmember to be the "Fire Monitor." Anyone involved with fuel or fueling must have at least a single layer nomex suit and wear a full-face helmet with visor down (or balaclava and eye protection) and fire retardant gloves and shoes. This includes fuel transfer on the cold side of the pit wall.

## **FUEL RULES: UNLIMITED GROUP CARS**

1) The car must be at a complete stop and shut off, before fueling can commence.

2) Fueling is considered to have started any time the container and/or hoses have come over the pit wall OR the fuel cap is unsealed on the racecar. Fueling is considered completed when all containers and hoses are returned to the cold side of the pit wall AND the fuel cap is resealed.

3) The Fire Monitor will carry a 10-pound or larger fire extinguisher (with the pin pulled) before and during the fueling process. The "Fire Monitor" will go over the wall and remain over the wall while fueling is in progress. The Fire Monitor will also have direct access to a second 10-pound extinguisher and a 3-gallon (minimum) bucket of water at the pit wall. The Fire Monitor is to be dressed in full nomex attire, with head and eye protection. The "Fire Monitor" cannot handle any fueling apparatus or assist in fueling the car. Only the Fuel Crew and drivers are allowed over the wall while fueling. It is recommended that the "Fire Monitor" remain at least seven (7) feet away from the refueler(s) so as not to be engulfed in any flash fires that may occur. A maximum of two fuel handlers and two "Fire Monitors" are allowed over the wall during fueling (not including drivers).

**Maximum fuel capacity:** The Unlimited Group cars have a maximum fuel capacity of 100 liters plus 3 liters in surge tanks and lines. If extra-large fuel cells are installed the internal volume must be reduced by the use of appropriate blocks. A safe provision for pumping out the fuel cell is required on all oversized cells. This will be the responsibility of the team.

**Refueling systems: shall be gravity feed only. No pressurized fuel containers will be allowed anywhere at the event. Pressurizing a fuel container of any type will be cause for disqualification from the event. No fuel containers other than "dump cans" may be allowed on the hot side of the pit wall. This does not include the fuel hose(s) from a gravity fueling rig. All gravity feed refueling systems (not including dump cans) must be equipped with a spring loaded "deadman" valve operated by a designated crewmember on the cold side of the pit wall. Refueling systems are subject to POC scrutiny at any time during the event and must be approved prior to the start of the race. If deemed unsafe or non-compliant with event rules, the vehicle will not be allowed to start or continue until the situation is rectified and subsequent inspection deems that the refueling system is brought into compliance. If you are unsure about your fuel system set up, contact Dwain Dement, Competition Director, at [dwain@visionmotorsports.com](mailto:dwain@visionmotorsports.com) for clarification.**

**The entire weight of the 5-gallon containers must be supported by the refueler(s) during refueling. No device(s) that distributes any of the weight (of the gas containers) to anything but the legal refueler(s) is allowed.**

## **During refueling:**

1) No work may be performed on the car while it is being fueled. However, the team may change drivers and/or clean windows and lights while refueling. Removing tape from lights is considered to be cleaning them. Taking tire temperatures, measuring tire pressure, etc. is considered to be working on the car.

Note: The intent of this rule is to ensure that the drivers and crews over the wall at the time of refueling remain alert and vigilant for any flash fires resulting from fuel spills. Connection / disconnection, and / or installation of driver aids such as seat inserts, cool suits, helmet blowers, coolers, water tubes, belts, seat adjustment, seatback support adjustment, wheel, and adjusting mirrors are allowed, providing that all work takes place in the cockpit of the vehicle.

2) Electric tools will not be used while the car is being fueled and should not be used after fueling. Tire changes using electrified power tools must be completed prior to fueling.

3) Driver may stay in the car or exit the car while fueling, provided the pit crew has 2 "Fire Monitors". If the crew has only 1 fire monitor, fueling may not begin until the driver has exited the car.

4) **Spills:** Crews are responsible for spill clean-up BEFORE the car can be restarted. Pit Marshals will indicate when it is safe to do so. If rags and/or sweep media are used to clean up the spilled fuel, they MUST be carried away from the cold pit area as soon as possible. For purposes of safety, POC assesses a penalty for spilled fuel. A spill is defined as gasoline hitting the ground accumulating larger than a 12" diameter.

## **5) NO WORK CAN BE PERFORMED ON THE CAR WHILE FUELING!**

6. **GROUND STRAP:** Ground cable must be attached from the fuel apparatus to the chassis of the car (lug nuts, other bare metal surfaces). Static electricity can build up and discharge during fueling - be careful

7. **FIRE EXTINGUISHER:** At least two (2) 10-pound fire extinguishers and one filled 2-gallon water bucket must be at the wall and manned during fueling for each fire monitor.

8. **CREW CLOTHING:** All other non-fuel related crew must wear long pants and long sleeved shirt. No shorts, tank tops or open toe shoes will be allowed in the HOT PIT areas.

9. **PIT LANES:** Pit lanes will be designated with the outside lane reserved for entrance and exiting traffic, while the inside lane is reserved for merging to and from the pits. **Entering vehicles have the right of way, so be extremely cautious when leaving the pits and merging into the exit lane!**

10. **FUEL SPILLAGE:** Any spillage of fuel greater than 3 ounces (any spill that is 12" in diameter or larger on the pavement) may result in a 3 minute penalty.

11. **PIT SPEED:** The maximum allowable hot pit speed is **35 MPH**. Excessive speed will not be tolerated. There will be series of cones on pit lane to indicate where the speed limit zone starts, and where it ends. Infractions may result in black flag, stop & go penalties.

12. **MECHANICAL FAILURE REPORTING:** In the event of a mechanical breakdown requiring a substantial amount of repair time, your pit Marshall must be notified of the type of failure and the approximate time of return.

13. **PENALTIES:** Penalties will be assessed as immediately as possible. On-course violation penalties cannot be conducted during or in combination with a mandatory pit stop. Pit lane violations will be assessed during the concurrent pit stop if possible. If a pit lane violation penalty is unable to be assessed while the car is still in the pits, the pit steward may elect for the penalty to be served during the next mandatory pit stop. If another mandatory pit stop is not required, the car will be black flagged as immediately as possible to return to the pits to serve the penalty. Note that ALL safety rules apply to ALL pit stops and crew conduct during the event.

14. **DISQUALIFICATION:** Anyone found to not be participating in the "spirit" of the Tribute to Le Mans may be disqualified.

**Servicing/Work on the car:** This can be done at any time, during any pit stop, as long as you are not fueling. Drivers do not need to exit the car during service work. Repairs in the pits are limited to 20 minutes. Beyond 20 minutes, cars must be returned to the paddock for repair. If the car is disabled on course, the car must be towed back to the pit or paddock area for repairs. Repairs are not allowed out on course. A maximum of 4 workers are allowed over the wall to service the car and drivers may help each other out-of & into the car. All workers must wear long sleeve clothing and closed shoes. Safety precautions, such as use of jack stands, etc. will be monitored by Pit Marshals.

## **Safety:**

Gas Cylinders:

All compressed air bottles/gas cylinders with a pressure of over two hundred pounds per square inch (200 PSI) must be securely fastened vertically so as not to topple over or shall be fully enclosed in a structure, such as a rollaway or crash cart. This structure must serve to prevent head breakage AND containment, should the head break off. A securely fastened safety cage may be employed while the cylinder is in use. This applies to all gas cylinders at all times anywhere on the racetrack property. Violations of this section will result in harsh penalties, up to and including, ejection from the event. Compressed gas cylinders must remain behind the pit wall at all times while the event is in operation.

Any car that is too slow, as deemed by the Race Director to be a hazard, may be black flagged.

Fluid leaks that cause slick track conditions will not be tolerated. A car may be excluded for the remainder of the event if the leak persists.

Team owners are reminded that use of ethylene glycol based coolant/anti-freeze is illegal. Red Line Water Wetter type additives are allowed.

A jack stand(s) or suitable support must be placed under the car whenever a person is under the car.

Reckless or negligent behavior by any driver or crewmember causing damage to themselves, equipment, pit surface, track, other drivers' equipment or persons, can result in harsh penalties.

No motorcycles or motorized scooters allowed on cold pit side of wall.

No smoking within 20 feet of pit spaces. Racers are responsible for their crews and guests.



## PENALTIES

POC Race Stewards and their official designees will be manning race control during the event. Obey and respond to these officials. Should you disagree with an official's decision(s), compliance is mandatory per the POC GCR's including its provisions for protest. Penalties for rules infractions shall be assessed "in the Hot Pits" during the race as follows:

	<u>Penalties</u>
1. Pit Stop Infraction (see "Pit Stop Rules")	1 minute
2. Fuel Spill	3 minutes
3. Excessive speed in or out of the pits >30 MPH	Stop 'n go
4. Mechanical problems requiring a <b>Black Flag</b> (i.e. Non-functioning lights, fluid leaks, etc.).	
1st <b>Mech. Black Flag</b>	Repair Malfunction
2nd <b>Mech. Black Flag</b>	3 Minutes
3rd <b>Mech. Black Flag</b>	Disqualified DNF
5. <b>Black Flag</b> – Passing under <b>Yellow Flag</b> .	1 minute
6. <b>Black Flag</b> – Guilty of Blocking	1 minute
7. <b>Black Flag</b> – Not responding to <b>Black Flag</b>	2 Laps: 2 Minutes 3 Laps: 3 Minutes After 3 Laps: DQ
8. Too many crew over the wall	1st offense, marshal's discretion 2nd or 3rd 1 minute each
9. Unsportsmanlike conduct by driver or crew.	Minimum 3 minutes (also see 13/13 rules)

For questions or clarification of these rules, please contact John Gordon [jrgordonsenior@msn.com](mailto:jrgordonsenior@msn.com)