

## Porsche Redwood City Track Series 2023 PCA-GGR Time Trial Rules

Last edited 6/17/2023

We are pleased to bring back a great tradition for our track series - Time Trials (timed runs, Time Attack). The intent of the Time Trials is to bring a competitive aspect to our track weekends without requiring any modifications to your car. Time Trials will take place on Sunday afternoons and is an optional activity for all Certified HPDE drivers with no additional charge. This will be an overview of how to class your car and what to expect at the event. The last three events of the 2023 season will be used as an experiment to gauge interest and refine these draft rules.

### Car Classification

There will be five official classes, with TT1 having the highest performance cars and TT5 having the least performance. The winner of each class, with the most points at the end of the season, will receive a trophy. The fastest lap time in each class will be honored as the class lap record holder. There will also be a Fun class for non-Porsche vehicles, but will not be eligible for end of year trophies or lap records.

TT1	7.0 or under
TT2	7.1 to 9.0
TT3	9.1 to 12.0
TT4	12.1 to 18.0
TT5	18.1 or over

To determine which class your car falls under, we followed a simple system inspired by the Checkered Flag Racing Association (CFRA). The formula is:

#### Weight / BHP \* Tire Factor

Weight = car with minimum ¼ tank of fuel + driver + clothes + helmet

BHP = Brake horsepower, which is the power delivered at the crank and is the value commonly used in publications. If your car has a modified/custom engine, then take your dyno horsepower at the wheel and multiply by 1.17 to compensate for drivetrain loss.

Tire Factor = tire treadwear/UTQG value. A tire with a treadwear of 180 or greater, the factor is 1.00. A tire with a treadwear between 179 and 41, the factor is 0.95. A tire with a treadwear of 40 or less, the factor is 0.90. Non-DOT tires have a factor of 0.85.

So for example a base Boxster (986) running Toyo R888R (UTQG 100) tires:

2954 lb car + 200 lbs for driver & gear / 201 bhp \* 0.95 = 14.91 = TT4 Class

If your car is unmodified, you can simply use reference information from the internet. **Actual weights/bhp will always overrule published data.** For newer cars, weight and bhp from the Porsche website would be best. For older cars, Excellence Magazine has a convenient list of specifications: <https://www.excellence-mag.com/resources/specs>

## Schedule

There will be a Time Trial Drivers Meeting during lunch on Sunday. All Time Trial drivers are required to attend.

The Time Trial runs will start around 3:00 on Sunday and go until we run out of cars or hit 5:00. Each driver gets four (4) laps - a warm-up lap, two hot-laps, and a cool-off lap. Cars will be released on a regular interval, so there should be 3 to 4 cars on track at all times. No passing is allowed during the TT, if you catch up to the car in front of you, pit in and you will get another run.

## Consistency

Each driver is responsible to time themselves. We currently have a few acceptable methods of timing that you can choose from:

1. Garmin Catalyst.
2. AIM Solo/2.
3. **Racelogic VBox.**
4. Smartphone running RaceChrono or Harry's Laptimer with an external GPS (10 Hz minimum).

Transponders will not be supported. You are welcome to share these devices with your friends. As you complete your cool-off lap and come into the hot pit, show the timekeeper your lap times. The timekeeper will check for the date/time of your fastest lap and record it.

Winners of each class will be weighed the day of the event if time allows or at the following event, using the PCA-GGR's scale on-site. If there are any class protests regarding horsepower, both the protester and the protestee shall conduct a dyno-test at the same agreed upon location. The Club typically offers a dyno-day at one track event each year.

**To ensure consistency, drivers are required to drive the track as its design was intended. Drivers are to follow the marked track boundaries and may not gain an advantage from an off-course excursion. The track boundary is typically indicated by a white line, see Appendix below for specific examples. All vehicles shall have at least two wheels on the track. A driver who leaves the track boundary with all four wheels will result in a DQ and no lap time shall be recorded on that lap.**

## **Class Championships**

At the end of each TT, the drivers in each class will get points per the list below. The driver in each class with the most points over the course of the season will be the Class winner and receive a trophy at the Annual GGR Awards Banquet.

1st	20 pts
2nd	16 pts
3rd	13 pts
4th	11 pts
5th	9 pts
6th	7 pts
7th	5 pts
8th	3 pts
9th	2 pts
10th	1 pt

## **Track Insurance**

Track insurance is not required and is solely up to the driver. At this point Lockton Motorsports and Hagerty offer a Time Trial option for HPDE insurance and they appear to charge a modest increase of 10% to 15% for this coverage. OpenTrack does not insure Time Trials at this time.

## Appendix



Thunderhill East, Turn 12, the white line indicated above is the boundary of the track.