



2014

**Rule
Book**

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General

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General

I PURPOSE

The intent of these rules is to promote safety, fairness and equal competition in the spirit of sportsmanship.

These rules are applicable to all events declared to be Zone 8 events through mutual agreement amongst the regional and zone officials. While not required, regions are encouraged to use these rules for their regional events as well. If a region chooses to develop their own rules for events that are not in the Zone 8 series, they must, at a minimum, follow insurance requirements and meet PCA National event guidelines and/or minimum standards.

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of these events and to further participant and spectator safety.

No express or implied warranty of safety or fitness for a particular purpose shall result from publication of, or compliance with, these rules and/or regulations. They are intended as a guide for the conduct for the sport and are in no way a guarantee against injury or death to participants, spectators or others.

II GUIDING PRINCIPLES

The following is paraphrased from the Introduction to the Porsche Club of America Parade Competition Rules as published within the Club's website at www.pca.org:

"The rules and/or regulations set forth herein are designed to provide for the orderly conduct of competitive events and to further participant and spectator safety. No express or implied warranty of safety or fitness for a particular use shall result from publication of, or compliance with these rules and/or regulations. Fairness to and among competitors is a goal of the PCRs. They are a guide for the conduct of the sport."

As such, the Zone 8 rules contained in this publication are with the same intent. That is:

- To provide a structure for participation in club events at the Zone level that allows club members reasonable expectations of policies, procedures and allowances within each of the competitive disciplines.
- To assist the regions with risk management.
- To reinforce the spirit of competition as a shared passion for the Porsche automotive marque in a variety of diverse disciplines.

As also defined in the rules, there are a number of circumstances where common sense and recognition of immediate circumstances dictate allowance of operational discretion to the event managers without altering the intent of these rules.

The Zone 8 Rules committee espouses the following:

- Fairness to entrants
- Encourage the regions to put on events
- Encourage participation at ALL events
- Encourage new member participation and retention
- Make the rules clear and very hard to misinterpret
- Keep the rules stable
- Keep the events fun

If the rules were able to be reduced to their base elements, the Rules Committee might simply choose: “Be safe, have fun, play fair!”

III TERMS

- A. Zone Representative – The Zone Representative is a Porsche Club of America (PCA) national staff member, appointed by the Executive Council. The Zone Representative’s role is that of management consultant for the regions and liaison between the regions and national.
- B. Zone Staff – The Zone 8 Representative shall establish committee chairpersons as necessary to assist in the administration of zone activities and to further zone objectives. For more information, see the Zone bylaws.
- C. Protest Committee – This committee shall consist of the Regional Event Chairperson, the Zone Event Chairperson and the Zone 8 Representative. If any of these positions are duplicated or unavailable, the members present may select any region president, board officer, or other Zone 8 Staff member without a conflict of interest to stand in.
- D. Competition Committee – The Zone 8 Representative shall establish a Competition Committee to provide general guidance to regions hosting zone events. This committee is typically made up of members of the Zone 8 Staff.
- E. Rules Committee – The Zone 8 Representative shall establish a Rules Committee to oversee the process to modify, adapt and improve the rules set forth herein. This committee is typically made up of members of the Zone 8 Staff.
- F. Porsche – A Porsche is defined as an automobile body and suspension which is, basically, as manufactured by or designated as a Porsche automobile by Porsche AG, its predecessors or its successors, which is powered by an engine which is basically one which was installed in such bodies by the manufacturer of such automobiles, although not necessarily in the body concerned, except that any Porsche engine may be installed in any Porsche –built automobile. Ruf AG-built automobiles are considered Porsches for event purposes.

IV RULE REVISIONS

- A. Suggestions for improving these rules are encouraged. These rules undergo a process of continuous improvement. The rule revision process is customer driven, that is, the membership drives any revision to the rules. The people that have to live within the rules have a voice in their creation and modification.
- B. Each year there will be a rules proposal period during which suggestions for rules changes should be sent to the Zone 8 Rules Coordinator. This is typically Feb 1 – Jun 30. Suggestions received during this time period will be placed on the Zone 8 website for review and comment so that all members of the Zone can be a part of the rules making process. After the rules proposal period there will be a comment period where further comments can be made, which will also be posted. This is typically Jul 1 – Aug 31.

After the close of the comment period, the Zone 8 Rules Committee will create a draft rule change proposal based on the submissions and comments received and any additional input the members of the committee may have. This draft proposal will be placed on the web site for further public review from Sep 15-Oct 31. Using this proposal and any comments it generates, the committee will then generate the official rule change proposal.

By Nov 7 the final rules proposal will be distributed to the region presidents and posted on the Zone 8 website. Presidents will vote to approve or reject the proposals at the Fall Presidents' meeting, normally held in late-November/early-December.

Thus the presidents and the membership have three separate opportunities to comment on the rules proposals, and are expected to use one or more of these times to present any concerns that they have. If a Region president does not have the time or technical knowledge to assess the rules proposals, then they are expected to delegate this responsibility to another member of their region, such as their event chairs. All members of Zone 8 are encouraged to contact their Region President and express their thoughts on the proposals throughout this process.

Under normal circumstances it is not appropriate to discuss the merit of the proposals at the Presidents' meeting. To enter into debate or attempt to modify the proposals during the meeting is not fair and is disrespectful to the PCA members who have used the rules process as intended. Good teamwork dictates that any concerns are dealt with in advance, when there is adequate time to find the solutions that meet the needs of the majority.

Rule changes will go into effect on the following January 1, unless otherwise stated.

- C. Editorial changes for the purposes of administration, organization, updating facts and details, clarification and/or correction of errors are not

considered changes in the rules. The Rules Committee reserves the right to make changes of this nature at any time.

V COMMON

- A. Regions are highly encouraged to pay particular attention to new members and first time attendees at their events. The first event a member attends often sets the tone for their overall experience with the club. By paying careful attention to providing them with a friendly welcome and assisting them in navigating these rules as well as event procedures, a region can go a long way towards encouraging their future participation and longstanding club membership. Regions are also cautioned to not be too critical, to show some understanding and flexibility when a new attendee makes mistakes or misunderstands the rules and procedures. Harsh judgments and condemnation can send a participant home with a vow to “never return.” One must be careful to not treat them more strictly than a club regular. Unfair double standards are noticed and disliked.
- B. Unless otherwise stated in this document, no deviation in these rules will be allowed for any event in the Zone 8 series unless previously approved and published by the Rules Committee. Such publication shall be in hard copy or by electronic mailing (or both) to the region presidents.
- C. To cover the cost of Zone expenses, a nominal fee will be charged to the host region for each event that is part of the Zone 8 Autocross, Concours, Time Trial or Rally series.
- D. Event officials may deny entrance or expel an entrant for any reason. Their decision is final. Any member who feels they are treated unfairly should bring the matter to the attention of the host region’s Board of Directors and the Zone Representative.
- E. The region event organizers for Zone events are responsible for all event details. Zone 8 Staff members are available for consultation prior to the event. Zone 8 Staff members attending the event may be able to assist as needed.
- F. Results must be sent no later than 48 hours after the end of the event to: Zone 8 Representative, Zone 8 Web master, Zone 8 Event Chairperson. Results must include full names and region affiliations for all entrants, as well as their phone numbers and email addresses. However, addresses, phone numbers & emails should not be published, they are for staff use only! Additionally, for Concours the list of judges working the event must be submitted and for rally the list of workers must be submitted.
- G. Event results and the series standings shall be sent to entrants who request them and provide an email address or a self addressed and stamped envelope at each event. Results can also be seen on the Zone 8 web site.

- H. The Zone 8 Representative and the Zone 8 Event Chairperson must approve any new events or date changes, prior to being added to the Zone 8 calendar. Also new event information must be given to the following as soon as possible:
- All Zone 8 Presidents
 - All Zone 8 Newsletter Editors
 - All Zone 8 Region Web masters
 - The Zone 8 Webmaster.
- I. Local event chairpersons should be familiar with the following documents provided by PCA national:
- Region Procedures Manual
 - Event Guidelines – Rally
 - Event Guidelines – Autocross
 - Event Requirements for Non-Wheel to Wheel Events
 - DE Standards

Particular attention should be paid to the sections on the Junior Participation Program (JPP), Insurance (including procedures regarding event cancellation), Waivers, Observer's reports, Incident Reports and Post Event Reports. These documents are available on <http://www.pca.org>.

VI EVENT LIABILITY INSURANCE

PCA carries event liability insurance with limits of \$10,000,000 per event. The event liability policy is intended to protect PCA and its chartered Regions, and their members, event officials, instructors, drivers, crews, sponsors, participants, as well as event site landowners/managers/lessors and event racing vehicle owners and sponsors, and event sponsors from bodily injury, property damage, personal injury or advertising claims arising out of a covered incident at a PCA moving car or non-moving car (meetings, picnics, Concours, etc.) event.

As for personal liability and exposure for directing PCA Region activities, PCA has procured the right kinds of insurance for the Club and ALL of its members, whether those members are serving as board members or officers (both National and Region) as instructors, or in any other capacity. We are all insured for liability arising out of Club functions. Of course, the Region must do its part to obtain the certificate of insurance for its moving car events and get the waivers properly executed to assure that coverage is in effect for a specific event. As to decisions that a board member, officer, chief driving instructor, or other official make that are not related to a specific event, coverage exists without having to fill anything out or get any waivers signed.



**Autocross,
Drivers Education
& Time Trial
Rules
2014**

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I INTRODUCTION

A. Rule Guidelines:

In addition to the guidelines mentioned in the General section of these rules, for the driving events the Zone 8 Rules committee also values these:

- Encourage safety, within known proven technology
- Encourage and support driver instruction
- Discourage car modification
- Fairly handicap allowed modifications

B. Definitions:

1. An Autocross is defined as a single lap-driving event. This applies to practice and timed runs. No passing is allowed and the cars are to be spread out on the track so as to maintain a safe distance between them. Continuous laps are specifically prohibited. The Autocross Chairperson or their designate should evaluate the course prior to the start of the event. If a region determines that its Autocross venue cannot meet the requirement of the One Lap rule, the region event chairperson may request a waiver by sending written supportive comprehensive documentation to the Zone Autocross Chairperson no later than six (6) weeks prior to the event for consideration. The Zone Autocross Chairperson will notify the region no later than three (3) weeks prior to the event.
2. A Drivers Education (a.k.a. Drivers Ed or DE) Event is defined as a continuous lap-driving event with cooperative passing. Passing to be permitted as allowed by Section XVI. There shall be no official timing as the event is intended as instructional only, with no competition. There are no award points assigned for, and no trophies associated with DE events. While non-competitive, safety equipment is still required according to the vehicles level of performance equipment. Therefore drivers must determine their Performance Equipment Points and install the appropriate safety equipment, as required in Section XIII.
3. A Time Trial is defined as a continuous lap run session of a DE specifically designated a "TT session" that includes official timing. Points and trophies are allowed. No passing is allowed and all other DE rules must be followed during the timed runs. Official timing is not allowed during the DE portion of the event. All DE rules must be followed prior to the beginning of the Time Trial. Cars must be adequately spaced to avoid bunching up and interfering with each other (one third of a mile separation). NOTE: Zone 8 is operating with special permission from national to allow timing during the DE portion of the event for events that follow the Zone 8 novice procedures for Time Trials as documented in Section VI.
4. A Gymkhana is defined as a single lap-driving event with "gimmicks"

included on the course. This can include a section to be taken in reverse, stopping to pick up or drop off an object, stopping at a specific point, navigating a course without hitting obstacles, parallel parking, driving blind-folded with a navigator or testing various other driving or direction following skills. Gymkhana rules are not covered in this document.

5. A Car Control Clinic (a.k.a. Drivers School) provides instructional activities to teach the skills and techniques necessary to properly, safely and competently control high-performance automobiles. These are typically run under Autocross restrictions and safety rules.
 6. Club Racing events are an organized race series for Porsche owners. Classes are based on horsepower to weight ratios, and the rules are similar to vintage racing. Rookie Drivers must complete the Club Race Licensing School. While no awards are given based on the final finish, nonetheless, this is advanced wheel-to-wheel competition for qualified drivers. Club Racing rules are not covered in this document.
- C. Participants must be at least 18 years of age and possess a valid state driver's license, and be in good mental and physical health. For Autocross only, 16 and 17 year olds may participate according to the rules of the Junior Participation Program. The JPP program is documented in the Region Procedures Manual, distributed annually by PCA national and on the national website. Adult entrants do not have to be club members. The JPP program is for minors related to club members ONLY.
- D. An Instructor is defined as a fully registered entrant who has signed all waivers and has successfully completed an approved PCA regional or national program to be qualified to instruct other drivers (See Section VII). A Student is defined as any fully registered entrant who has signed all waivers, paid the regionally stated registration fee, and is driving a car that has met all required safety standards. There are no exceptions.
- E. An entrant may drive more than one car. However, they must use the same car throughout an assigned run session. For Autocross & Time Trial, drivers of multiple cars will not be assigned extra run sessions, so that all entrants will be entitled to approximately the same amount of track time. Only one car may be used during timed runs. This car is the official entry and must be classified correctly. Regions may impose additional entry fees for the privilege of driving multiple cars. If an entrant's official entry becomes disabled he/she may substitute a car of a lesser or equal class if competing for award points. If the entrant chooses to change classes as a result of changing cars, he/she will not receive any trophies or award points in the original class. If a DE driver with multiple cars is assigned extra run sessions care must be taken to ensure driver safety by not exceeding the limits of the driver's physical endurance.
- F. All entrants must have numbers legible by corner workers and track staff on both sides of the car before entering the track. (8" height minimum, 1"

stroke width minimum for Time Trials and DE; 6" height minimum, 1" stroke width for Autocross). Numbers are suggested on the front prior to timed runs. Contrasting background is required for all numbers.

- G. Infractions of the rules, unsportsmanlike conduct or gross negligence by an entrant and/or any crew or guests may be cause for expulsion from the event. If damage is caused, the individual(s) determined to be at fault may be expelled from the event. No alcohol or drugs will be consumed at the site during the event. Consumption of alcohol or use of drugs by any participant on or off the site during the event will result in expulsion. The Event Chairperson's decision on these issues will be final.
- H. Any gasoline or gasoline mixture not in the fuel tank or fuel cell of a vehicle must be kept away from the hot pit area and must be kept in appropriate containers designed for the storage or transporting of the fuel.
- I. All chassis and engines must be Porsche except in X Class. Non-Porsches may be allowed to run in X class at the discretion of the Event Chair. These cars must meet the same technical and safety requirements as Porsches (See Section XIII Part X)
- J. Open cars are defined as Cabriolets, Roadsters, Speedsters, Boxsters, or any other car with a soft-top or a removed top. 911 Targas, 914's, and cars with sunroofs are not considered "open".
- K. Parking lot courses are defined as any event that is not taking place on a dedicated race track with a defined course, such as parking lots, skid pads, airports or driver training grounds; where at least 50% of the turns in the course have adequate run-off in case of spin or other off-course excursion. Courses where were less than 50% of the turns have adequate run-off areas may not take advantage of the parking lot exemptions and exceptions to the safety rules (Section XIII Part W).
- L. It is the responsibility of the entrant to ensure the vehicle conforms to applicable exhaust noise requirements (varies with location of event). If a vehicle cannot be made to conform to the dB limit, it may not be allowed to run. It is advised that the Event Chairperson publish the dB limit in the advertisement for the event.
- M. Driver meeting attendance is mandatory.
- N. All events shall be subject to the rules and contractual terms of the host facility. Note that they may be stricter than these rules.
- O. For Autocross and Time Trial in-car timing is allowed using a "Hot Lap" or equivalent system. In DE events, this is allowed for Experienced Drivers, however, no lap timing of Novice Drivers shall occur. This restriction on lap timing is recommended for Novice Drivers in Autocross and Time Trials as well. In car stopwatches or other systems that distract the driver from the task of driving are not allowed.

- P. In-car video cameras are allowed, but they must be firmly attached to the car and may not be touched by anyone in the car during a run session or lap.
- Q. All pets and children under the age of 18 must be under the control of an adult at all times. Loitering, young children and/or pets will not be allowed in the hot pits.
- R. If two people are in a car, at least one must be an approved event instructor, and the other must be a registered entrant in the event, for the sole purpose of instruction. (Unless participating in a “Track Tour” program, see Section I Part W.)
- S. The maximum speed in the paddock area is 10 mph (first gear).
- T. All event tracks marked by cones will be designed with the safety of the spectators, workers, entrants and their cars in mind. They should be set up with a minimum track width of 20 ft. wherever possible. It is also advisable that the driving course be no closer than 50 feet to any boundary or obstacle. Multiple entrances to the area should be adequately blocked. Track designers should identify where cars are likely to leave the course and ensure there are no hazards close by. Track designs should have an independent review by the region Safety Chair, who will work with the designer to ensure these goals are met.
- U. There may be times when a “demonstration ride” by an instructor is helpful to further enhance the educational process. All safety gear as required for the instructor vehicle’s level of Performance Equipment Points must be worn by both the instructor and the student. The purpose of this ride is to demonstrate the proper driving techniques to help the student correct his/her issues, not to show how well the instructor can drive. For Autocross ONLY demonstration rides may be given to non-students who have signed all waivers, however region and event staff are asked to use common sense and carefully evaluate the risk vs. the reward.
- V. A Taste of the Track program may be implemented. This allows a non-student who is not quite ready to be an active participant and to commit their own vehicle to experience the event with an approved instructor. The participant must meet all event entrance requirements, will register for the event, pay an entrance fee, and sign the appropriate insurance waiver(s). The entrant must participate in all aspects of the day that novice drivers attend, including any drivers meetings, chalk talks, classroom sessions and corner working. Helmets are not required but all clothing requirements must be followed. All occupants will use at least DOT seat belts. All vehicle doors must be securely closed and seatbelts securely fastened. The Taste of the Track program will be run separately from other run groups. Speeds must be kept well below track speed or 60 MPH, whichever is slower. No passing shall be allowed. The entrant is the only passenger

allowed in the vehicle. The purpose of this program is for instructors to explain the basics of driving (e.g., car control, the line, dealing with traffic) and explain event & track rules (e.g., run group format, corner worker stations), etc., not to show how well the instructor can drive.

- W. A Track Tour (Parade Lap) program may be implemented. This allows non-students the opportunity to experience the track in a comfortable low-speed session. Passengers are allowed. The driver must drive their own vehicle, have a valid driver's license, register for the program, pay an entrance fee, and all vehicle occupants must sign an insurance waiver. Under age participants must have a responsible adult sign the waiver for them, and shall use DOT approved restraints appropriate for their age and weight. All occupants will use at least DOT seat belts. Helmets are not required. All vehicle doors must be securely closed and seatbelts securely fastened. The Track Tour program will be run separately from other run groups and may be run without corner workers. Pace cars and other controls will be used in the track tour group to keep speeds well below track speed or 60 MPH, whichever is slower. No passing shall be allowed. Pace car drivers must be 18 years or older and appointed by event management. Participating vehicles are not limited to Porsches. Drivers of Track Tour vehicles are responsible to ensure that the vehicle they are driving is in good operating condition. All participants' vehicles must be either street legal, licensed motor vehicles or vehicles participating in other performance driving run groups at the same event (and have passed the tech requirements for that group). Motorcycles and off road vehicles are not allowed. The purpose of this program is to allow non-students to see the track NOT for them to participate in high performance driving in any way, shape or form.

II DRIVING EVENT CLASSES

- A. Each entrant is responsible for correctly classifying his/her own car. All cars are subject to further scrutiny and reclassification at the discretion of the Zone 8 Rules Committee or the Event Chairperson at any time during an event. If a car is found to be misclassified, after timed runs begin, the event may be scored as if the car did not compete. See Section XI Protests for more information.
- B. Car classification serves two purposes. The first is fairness in competition through grouping together cars with similar performance characteristics. Second is to determine the safety equipment required by the vehicle.

Classifying a car is a multi-step process. First the entrant must determine which classes from the list in Section II Part B they are qualified to run in. If running in classes CC01-16 the entrant then must check for Tire Size & Performance Equipment Points in Section III and add that point total to their Base Points (Section XVIII Appendix E) to calculate the correct class.

- C. Classes are defined as follows:

Street Stock classes:

- SS01: 964 911 Carrera 2/4 (1989-1994)
964 RS America (1993-1994)
968 (1992-1995)
986 Boxster (1997-2004)
- SS02: 986 Boxster S (2000-2004)
987 Boxster (2005-2012)
987 Cayman (2006-2012)
993 911 Carrera (inc. S, 4S) (1995-1998)
- SS03: 964 911 Turbo (1991-1994)
996 Carrera (inc. C4S) (1999-2005)
- SS04: 987 Boxster S (2005-2012)
987 Cayman S (2006-2012)
981 Boxster (2013-)
981 Cayman (2013-)
- SS05: 997 Carrera (2005-2011)
997 Carrera S/4S (2005-2008)
- SS06: 987 Boxster Spyder (2010-2012)
987 Cayman R (2011-2012)
981 Boxster S (2013-)
981 Cayman S (2013-)
997 Carrera S/4S (2009-2011)
991 911 Carrera (2012-)
- SS07: 993 911 Turbo & Turbo S (1995-1998)
996 Turbo (1999-2005)
996 GT3 (2004-2005)
997 Carrera GTS/Speedster (2011)
991 911 Carrera S/4S (2012-)
- SS08: 996 GT2 (2001-2005)
997 Turbo (2006-2012)
997 GT3 (2007-2011)
997 GT3 RS (2007-2011)
991 Turbo (2014-)
- SS09: 997 GT2 (2008-2010)
997 GT2 RS (2011)
997 GT3 RS 4.0 (2011)
991 GT3 (2014-)
991 Turbo S (2014-)

Carrera GT
918 Spyder

Points Classes

Class	Points
CC01:	0-249
CC02:	250-299
CC03:	300-349
CC04:	350-399
CC05:	400-449
CC06:	450-499
CC07:	500-549
CC08:	550-599
CC09:	600-649
CC10:	650-699
CC11:	700-749
CC12:	750-824
CC13:	825-899
CC14:	900-974
CC15:	975-1049
CC16:	1050+

Other Classes

Cayenne	All Cayenne models
Panamera	All Panamera models
Macan	All Macan models

These three classes are intended for cars with original equipment. These classes are open to these cars in as-delivered from the factory condition. Any factory original equipment, whether stock or optional is allowed. Aftermarket wheels are also allowed, including any resulting increase in tire width or track, however, Section XIII Part K requires that the tire must be covered by the fender. Any modification otherwise disallowed by Street Stock classes is also disallowed here. Other modifications may also be disallowed or may be cause for disqualification, at the discretion of the Safety Tech Chair. Safety equipment shall be that required for the Street Stock classes. The car must be registered for street use.

911 Spec

911 models conforming to the class definitions sanctioned by the Porsche Racing Club (<http://www.spec911.com>).

944 Spec

944 Cup

944 Super Cup

944 models conforming to the class definitions sanctioned by the National Auto Sport Association (<http://www.nasaproracing.com>).

Boxster Spec
Boxster Spec X

Boxster models conforming to the class definitions sanctioned by Boxster Spec Racing (<http://www.boxsterspecracing.org>).

996 Spec

996 Carrera models conforming to the class definitions defined in the PCA Club Racing Rules (SP996).

Entrants participating in any spec class will be responsible for certifying a car entered in one of these classes as meeting the appropriate class definition. They will bring any unresolved concerns to the attention of the event chairperson. Zone 8 does not set, analyze, monitor or endorse these rules, they are included for car classification purposes only. Participants in these classes must also conform to the safety equipment requirements in those rules, as well as any applicable Zone 8 rules.

Novice

This class is for novice drivers (in Autocross only). Therefore this class is only for drivers with no performance driving experience within the last five years (except for events run under this rule). Drivers are only eligible to participate in this class for their first 6 events, after which they will be required to move to the correct class for their car. Moving to the correct class prematurely does not extend this number. Drivers and vehicles in all event types (AX, DE, TT) are required to have all necessary safety equipment as required for their level of performance equipment. Cars that belong in X class may not run in this class.

X

This is an exhibition only class. No award points or trophies are awarded in this class. This class is for non-Porsches, Porsche replicas, factory race cars and exotics such as the 917, 550 Spyder, 904 and 959 (or other models not listed in the Base Points chart). This is also a class for those who want to have fun running their car but do not want to interfere with other participants' efforts to win series points or awards. Safety equipment requirements are outlined in Section XIII Part X.

Note 1: Factory race cars that are based on street cars (found in the Base Points list) may run in the appropriate CC class as determined by their level of modification above and beyond that of the production street car.

Note 2: As stated above, for class competition purposes there are no points or trophies for class X. However, if an individual region has other competitions that are not based on the class structure, such as Top Time of Day or Top 10, etc. rules for those competitions are to be determined by

the host region. Inclusion or exclusion of class X in these competitions is at the region's discretion.

D. Class definitions are as follows:

1. STREET STOCK CLASSES

Placement in these classes is based upon your car year and model. Vehicles not shown here are not eligible for Street Stock.

The purpose of these classes is to provide a place for cars to participate "as delivered", without need or reason for modification. The car must be registered for street use.

The following are specifically allowed:

- a) Any US Spec factory original equipment, whether stock or optional, for that model and year of car. Factory options (not aftermarket products, except wheels) may be installed after delivery of the vehicle only if they were originally available for that year and model.
- b) Aftermarket wheels, including any resulting increase in tire width or track, however, Section XIII Part K requires that the tire must be covered by the fender.

The following modifications are specifically not allowed:

- a) Any aftermarket enhancement listed in Section III that is not mentioned in the above list of allowed modifications.
- b) Tire tread wear ratings less than 140 or less than the OEM tire tread wear for that model and year of car, whichever is lower.
- c) Any tire that is not street legal
- d) Modification or removal of catalytic converter or aftermarket replacement of original mufflers
- e) Modification or replacement of factory airbox, air intake system or filter to increase flow
- f) Headers or aftermarket exhaust
- g) Aftermarket mass airflow kits
- h) DME chips, ECU flashing or other engine management reprogramming
- i) Modifications that require 100+ octane fuel
- j) Lightweight flywheels
- k) Enlarging fenders beyond factory dimensions.
- l) Reduction of weight below curb weight by more than 2.5 % (See Section III Part AA)
- m) Any other aftermarket performance enhancement

2. POINTS CLASSES

Placement in the points classes (CC01-16) is determined by the total of adding together your Base Points, Tire Size Points and Performance Equipment Points according to the chart in Section II Part B. It is important to note that when you are comparing classes for various car models, comparing Base Points alone is not fair, sufficient or informative. One must at a minimum include Tire Size Points in the comparison. Base Points can be found in Section XVIII Appendix E. Tire Size and Performance Equipment Points are determined as described in Section III. Vehicles not listed may not run in CC01-16 until Base Points are determined and approved by the event chairs or Zone 8 Rules Committee.

- E. Women may choose to compete in classes on an equal basis with men, or they may have their own classes, appending the suffix "L" to any class SS01-09, CC01-16, Cayenne, Panamera, Macan or Novice.
- F. Entrants may optionally compete in a higher points class. For example, a car in CC09 may run in CC10; but a car in CC10 may not run in CC09. Anyone electing to run in a higher class must have competition in that class in order to receive award points for the event. Drivers and vehicles are required to have all necessary safety equipment as required for their level of performance equipment.

III ASSESSMENT OF POINTS

All cars running in classes CC01-16 must take additional points for their tire sizes and any Performance Equipment listed in this section. These points, together with their Base Points, determine which class they ultimately belong in.

Base Points are determined for US-specification base model Porsches. "Non-stock" equipment includes both factory optional equipment and aftermarket products. Any "stock" or "non-stock" equipment on the following points list is assessed Performance Equipment Points. This typically is equipment considered to improve or enhance performance.

For base model cars with equipment that was standard in some years and optional in other years, that equipment will be considered standard for every year that base model was manufactured, as long as it is installed with original factory parts. Additionally, it must be taken as a whole package. For example, the 1973 914 2.0 came standard with front and rear sway bars. In 1974 these were optional. An entrant may add these to a 1974 914 2.0 free of points, if the original factory sway bars are added to both the front and rear of the car.

Any improvement or enhancement beyond those mentioned below is normally not assessed points. This includes modifications whose sole purpose is to improve reliability or reduce wear and tear on the car. However, any performance equipment not addressed in these rules may move the car into a higher class at the discretion of the Zone 8 Competition Committee and Event Chairperson. The rules committee reserves the right to assess points for performance equipment that is not currently listed here at any time in the future.

To run in Street Stock, any enhancements or performance improving equipment must not be on the exclusion list as described in Section II Part C-1.

For purposes of assessing Performance Equipment Points, tires and wheels are not considered to be suspension components.

Unless explicitly stated below, the points are cumulative and concurrent, not exclusive. For example, if the entrant has added shocks with external reservoirs and lowered the suspension through welding he/she must take 20 points for Section III Part P and 10 points for Section III Part T, totaling 30 points for suspension improvements. Unless specifically stated otherwise, there is no justification for ignoring points for listed performance equipment.

For any item below that has an “and/or” clause, while the entrant must take the points listed for any individual portion of the performance equipment described, they are not assessed any more than that if they make a combination of the performance equipment described. Thus the points are both a minimum and a maximum for anything described in that item.

BASE POINTS

Base Points for your model Porsche can be found in Section XVIII Appendix E.

TIRE SIZE POINTS

Tire Size Points shall be assessed at the rate of 1 point per millimeter of tread width over 205, for both front and rear tire sizes

Example:

Front tires are 265

Rear tires are 285

$$(285-205) + (265-205) = 140 \text{ points}$$

PERFORMANCE EQUIPMENT POINTS

A.	Increase in track of over 2"	20
B.	Soft compound high performance tires (DOT Street legal) with a	
	DOT tread wear rating of 140-199	20
	DOT tread wear rating of 50-139	40
	DOT tread wear rating of 1-49	80
	DOT tread wear rating of 0 or Unrated	120
C.	Race tires or slicks, defined as non-DOT street legal tires	140

- D. Induction system modifications replacing older, stock electronic fuel injection or CIS with carburetors, mechanical fuel injection, or aftermarket EFI with Individual throttle bodies (or later-model Varioram system); replacement of stock carburetors with MFI or EFI systems; and/or modification of stock carburetor venturi and jetting configuration, upgraded CIS or Motronic fuel distributors, manifolds, throttle bodies or controllers (including ECU and MAF sensors) 40
- E. Non-stock heads (includes changes in valve size, porting/polishing, flycutting, or compression ratio changes by any means) 50
- F. Non-stock camshaft 50
- G. Added turbo or supercharger 150
- H. Increased or adjustable boost, or modifications to the wastegate or turbocharger 100
- I. Engine displacement increase:

Percentage of engine displacement increase multiplied by 360 = total points.

For sums ending in more than a whole number, round to the next highest whole number.

Example:

2.0L to 2.4L is a 20% increase.

$20\% \times 360 = 72$ points

- J. Non-stock muffler or muffler removed 5
- K. Catalytic Converter removed 5
- L. Engine horsepower increase:

In cases where engine horsepower is increased over the figure stated in the Base Points chart (see Appendix E) by means such as those listed below, the Base Points formula shall be recalculated using the new horsepower figure (along with a new weight value, if applicable, see Section III Part AA).

Scenarios where this may apply include (but are not limited to):

- Engine swaps

- Eurospec cars
- Vehicles with factory packages such as Sports Chrono or the X-50 or 51 options
- DME Chips, ECU flashes or other engine management reprogramming

Additionally, entrants may choose to take points according to this part instead of by means of Section III Parts D through I and in cases where horsepower is measured, instead of Parts J & K as well.

Published horsepower figures may only be used if no further modifications have been made. If the new horsepower value is not a published figure (as, for example, a result of switching from factory injection to carburetors or ECU reprogramming) the new value must be determined by the vehicle owner by measurement on a dynamometer. See Appendix D for more information.

M.	Stock or non-stock Limited Slip or Torsen/Torque-sensing differential	20
N.	Non-stock gears and/or ring and pinion that lower the final drive ratio	40
O.	Stock or non-stock PDK Transmission	15
P.	Non-stock shock absorbers with remote or external reservoirs, or with more than single-mode adjustability.	20
Q.	Non-stock shock tower stiffening device	10
R.	Non-stock sway bars	
	Any non-stock fixed/non-adjustable sway bar that was not standard equipment on that model car	10
	Any adjustable sway bar that was not standard equipment on that model car	20
S.	Non-stock springs and/or torsion bars	
	Factory (within model series)	15
	Other factory or aftermarket	30
<p>Within model series means factory items that were available for the model series of the car. See Appendix B for the model series chart.</p>		
T.	Suspension changes to lower a car that require machining, welding, etc. or their equivalent. Modifications that change camber from stock specifications must also take points per section U.	10

- U. Any change to the suspension components or mounting points to increase available negative camber (includes re-welded spindles, grinding out the mounting slot, adjustable or longer control arms, camber plates etc.) 20
- V. Installation of “Monoball” suspension bushings or equivalent. 10
 Not applicable if the “Monoball” is an integral part of a camber plate that is assessed points under Section III Part U.
- W. Tube framed cars 100
- X. Non-stock wing, and/or front lip and/or spoiler
 - Factory (within model series) 10
 - Other factory or aftermarket 20

Within model series means factory items that were available for the model series of the car. See Appendix B for the model series chart. Once an aerodynamic modification is made, both ends of the car should be improved to preserve balance.
- Y. Removal or alteration of windshield (other than replacement with lighter weight materials) 60
- Z. Non-stock brakes (other than drilled/gas slotted stock rotors, brake pads, master cylinder, or aftermarket rotors with no increase in diameter) . Includes factory or post-delivery installation of Ceramic Brakes 20
- AA. Weight of the car below the base car curb weight:

In cases where the weight of the car is decreased by more than 2.5 percent of that listed in the Base Points chart (see Appendix E) the Base Points formula shall be recalculated using the new weight figure (along with a new horsepower value, if applicable, see Section III Part L).

For weighing, the car should be ready to drive with all fluids (gas, oil, etc) full but no driver. Fluids do not have to be full while participating in the event. All fluids may be topped off, as needed, before weighing.

Anything removed for purposes of Section XIII Part M (tools, spare tire, jack, etc) should also be removed for weighing. If these are adequately secured and remain in the car while participating, they may remain in the car for weighing. To account for the 2.5% allowable reduction that is free of penalty, a value of up to 2.5% of the listed curb weight for the base model may be added to the measured weight to determine the new figure

for use in recalculating the formula, as long as this total does not exceed the listed weight. See Appendix D for more information.

- BB. Cars equipped with a US specification M 030 suspension package (to any Porsche model which offered M030 as an option) or 993 Turbo/4S suspension package (to a 993) (springs, struts/shocks, and sway bars) in its entirety with original factory parts (at the factory or after the fact). (Not applicable if equipment is removed and replaced with aftermarket parts. If any of the suspension components [sway bars, springs, shocks] are replaced with points-assessed parts, the suspension package points assessment may not be taken, and separate a la carte points for sway bar, spring, and brake [if applicable] upgrades over the base model must be taken.) 20
- CC. Cars equipped with a 968 M030 performance package (to a 968) or a 996/997/991 Turbo/GT2/GT3 performance package (to a 996, 997, or 991, respectively) (springs, struts/shocks, sway bars, brakes) in its entirety with original factory parts (at the factory or after the fact). (Not applicable if equipment is removed and replaced with aftermarket parts. If any of the suspension/brake components [sway bars, springs, shocks, or brakes] are replaced with points-assessed parts, the performance package points assessment may not be taken, and separate a la carte points for sway bar, spring, camber [except 968 M030], and brake upgrades over the base model must be taken.) 40
- DD. Stock or non-stock PASM (Porsche Active Stability Management) package (includes accompanying factory springs, shocks), whether or not activated 20

If left unaltered, these package deals do not need to take any additional points for their component pieces.

IV MODEL RANGES

Any car may be entered as a different car than originally manufactured as long as it is within the same model series, as defined in the chart below. Major assemblies such as engines, brakes, suspension or transmissions may be substituted with parts from another car within the series. Cars that are updated or backdated shall have all major assemblies updated and changed as a whole, or take the appropriate Performance Equipment Points for any differences in base physical properties. Under those circumstances, the car is eligible to start with the same Base Points as the model to which it has been modified to match, and then the appropriate Performance Equipment and Tire Size Points added as applicable to obtain the final classification.

For purposes of assessing safety equipment, Performance Equipment Points for cars that have been reclassified as allowed for “update”, are considered to be the difference between the new Base Points and the original Base Points. Note: Negative

points are not given as the result of a backdate conversion.

Porsche Model Series

- 356: All
- 911: Any air-cooled model, 1964-1998
- 911 Turbo: Any air-cooled model, 1976-1998
- 912: All
- 914: All
- 924: All
- 928: All
- 944: All
- 968: All
- 996: All
- 996 Turbo: All
- 997: All
- 997 Turbo: All
- 991: All
- 991 Turbo: All
- 986 Boxster: All
- 987 Boxster: All
- 981 Boxster: All
- 987 Cayman: All
- 981 Cayman: All
- Carrera GT: All
- 918 Spyder: All

V ADMINISTRATIVE PROCEDURES

- A. Registration and tech areas should be clearly marked and staffed so that entrants arriving early will know exactly where to go and what to do.
- B. Insurance release forms must be signed by all persons as outlined in the national Region Procedures Manual (available on www.pca.org).
- C. The event's insurance certificate should be available at the event registration area to those that request to see it. Additionally, the following documents should be posted as well as having additional copies available for distribution to entrants:
 - Course diagram
 - Event Schedule
- D. Event chairpersons (or their designates) will collect emergency contact information for entrants along with other registration information for driving events.
- E. The Event chairperson shall complete and submit the Post Event Report and submit it within five days of the event. The Post Event Report is available in the RPM or on www.pca.org

- F. The Event chairperson shall appoint an independent safety observer who shall complete and submit the Event Observer Report within ten days of the event. The Event Observers Report is available in the RPM or on www.pca.org
- G. The Event chairperson shall ensure that an Incident Report is completed and submitted as required. An Incident Report should be completed whenever any of the following occur:
1. There is car-to-car contact of any sort, whether or not the damage can be "rubbed out."
 2. There is car damage caused by contact with an immovable object which cannot be buffed out. Damage caused by contact with debris does not require a report. Also, car damage sustained to the undercarriage or to wheels or suspension as a result of an off-track excursion does not require a report.
 3. There is injury to a person, even though the previous criteria have not been met.
 4. There is an incident involving a potential injury or actual injury to a person that does not occur in an "on track" environment.
 5. There is a verbal altercation between an individual(s) and an event or Region official.

In the event of bodily injury, an Incident Report should be submitted on the next business day, otherwise, Incident Reports are due within five (5) business days. The Incident Report form is available in the RPM or on www.pca.org

VI TIME TRIAL AND DE ENTRANT PROCEDURES

There will be three basic groups of entrants - Novice, Experienced and Instructors.

A. Novice

Continuous lap events are considerably more complex and potentially more dangerous than autocross or driving school type events. With this in mind, the "Novice" entrant will not be promoted to "Experienced" and allowed to drive solo until the following learning criteria are met:

1. Accepts and demonstrates an eagerness to learn
2. Is familiar with event procedures (grid & staging, flags, flagging stations, locations of passing zones) and terminology
3. Uses proper passing signals
4. Practices smooth inputs (steering, braking, accelerating)
5. Demonstrates on track etiquette and courtesy to other drivers (lets faster cars pass, uses safe passing distances, and doesn't crowd slower cars far from passing zones)
6. Has an understanding of basic car control (threshold braking, throttle

steering, weight transfer & contact patch, trail braking, braking points, shift points, etc.)

7. Understands the proper line and drives it fairly consistently
8. Appears comfortable with driving, traffic and passing; anticipates the effects of slower cars
9. Drives at an appropriate pace for the run group.
10. Understands “ocular driving” (looking ahead and anticipating).
11. Recognizes mistakes and self corrects
12. Is safe to drive solo

B. Novice Previous Experience Requirements

1. Driver’s Ed events are open to all drivers, no previous experience required.
2. TT participation is not allowed until the driver is qualified to drive solo OR has at least 8 days of total event experience comprised of Autocross, Driving School, or Driver’s Ed events (or the equivalent) within the previous 24 months. In the latter case, the driver will be considered a novice until they are qualified to drive solo as stated in the provisions of Part C of this section.

C. To encourage the learning of the criteria listed in Section VI Part A, entrants will be considered “Novice” until they have completed all of the following:

1. Days of experience (one of the following three qualifications are required):
 - i. A minimum of 4 days of instructor signed-off DE or Time Trial days are required before a Novice can be signed off by the Chief Driving Instructor as qualified to drive solo.
 - ii. Alternatively, if a driver has completed a minimum of 4 days of autocrosses, performance driving school, or equivalent they may be eligible to drive solo with a minimum of 2 days of instructor signed off DE or TT events and approval of the Chief Driving Instructor.
 - iii. A PCA region or zone Chief Driving Instructor has the authority to sign off a driver as qualified to drive solo if he determines that that driver’s previous experience is at least the equivalent of the requirements stated above. This might include a license from another organization or other experience. The CDI may determine that additional experience in the form of a single PCA DE or TT (or more) be required before the sign-off.
2. Non-PCA events may be acceptable.
3. This experience shall be accumulated over a period of at least 6 months, but not more than 24 months.
4. Successful completion of each day of Time Trial/ DE experience must be logged in a Zone 8 student log book and signed by the instructor. This log shall include comments about the student’s progress in the above mentioned criteria.
5. Proof of participation to in autocross and driving school events may be demonstrated by: receipts for entry fees, online registration system

records, online event results or event results printed in newsletters.

Logging these events in a student log book is highly recommended.

6. Entrants with significant prior experience, in the judgment of the Event Chairperson (or designee), but beyond the timeframe prescribed above, may be considered to meet the qualifications. The entrant shall satisfy the Event Chairperson (or designee) that they have these qualifications prior to participating.
7. A recommendation by a TT/DE Instructor to move to the "Experienced" category.
8. Approval by the Chief Driving Instructor or their designee to move to the "Experienced" category.

Upon completing the Time Trial prerequisites the entrant shall be considered qualified to drive solo.

D. Novice Procedures

1. Novice drivers are required to purchase a logbook from the Zone Chief Driving Instructor or the Zone Time Trial / DE Chair at their first DE or TT event. This logbook will document their driving qualifications and experience.
 - i. If the zone staff are not able to attend the event, the event chair, region CDI or their designee shall be responsible for obtaining and issuing log books; collecting the fees and remitting the fees to the zone staff.
2. Novices may be allowed to drive solo on a day-to-day basis, if so authorized by their instructor, based upon the student's demonstrated ability on that day. This permission, if granted, is only good for the remainder of that event day.
3. Novices shall be deemed qualified to drive solo upon completion of the experience and approval process outlined in Part C of this section.
4. Separate practice sessions should be provided for "Novice" entrants when practical. Experienced drivers in low horsepower cars may be included in Novice practice sessions at the discretion of the event chair.
5. All "Novice" cars will have an "X" placed across the rear window or in plain view on the rear of the car.

E. Experienced:

For entrants to be considered "Experienced" and allowed to participate without an instructor, an entrant must be approved to drive solo according to the conditions in Section VI Part C; or have one of these other recognized driving credentials:

1. A current PCA Zone 7 Permit
2. A current Porsche Owners Club Time Trial or Cup Race License
3. A current license from other recognized racing organizations (PCA Club Racing, SCCA, FIA, etc. -- subject to the Zone 8 Competition committee

approval).

To maintain their qualifications to drive solo, drivers must represent that they have participated in at least one Time Trial or Drivers Ed or equivalent event in the last 24 months. The applicant's statement of event participation will suffice.

If the renewal candidate does not meet this requirement, they will need to obtain a checkout ride by a Time Trial and/or Driver Education Instructor for approval.

Additionally, the region or zone Chief Driving Instructor may determine at any time that a driver needs an instructor or a checkout ride in order to participate in an event.

Entrants are also encouraged to request a check ride at unfamiliar venues or as may otherwise be desirable.

VII INSTRUCTOR PROCEDURES

- A. To be qualified to perform duty as a Zone 8 driving event instructor, each candidate must satisfy all of the following:
1. Be so appointed by their Region or Zone 8 Competition Committee.
 2. Have demonstrated the capability to effectively communicate the skills required to drive safely to beginning drivers as measured by the Regional or the Zone 8 Chief Driving Instructor.
 3. For Autocross Instructors: Have completed at least eight (8) days of PCA driving events of any type (or equivalent experience).
 4. For Time Trial / DE Instructors: Hold a PCA National DE Instructors certificate or have completed at least four (4) additional days of PCA Time Trial or DE events after their sign-off to drive solo (or equivalent experience).
- B. Instructor/Novice Procedures
1. Safety and learning are highly emphasized, not competition.
 2. Whenever possible instructors will be assigned to novice entrants before the event. It would be best if these assignments were made prior to pre-tech (if using) so the instructors can help/advise the novice entrant throughout the entire learning process.
 3. Whenever possible instructors and novices should be from the same region so that a mentorship type relationship can be developed to encourage the novice.
 4. Both driver and passenger safety equipment must meet the standards set forth in Section XIII in order for passengers to be allowed in the vehicle. Safety equipment upgrades that meet the requirements shall be made to both sides in an instructor's car for Time Trials and DE's.
 5. If a vehicle is equipped with Porsche Stability Management or Porsche Dynamic Stability control, these systems are to remain "on" until both

the instructor and student agree that the student is qualified and ready to experience the next level of car control. Instructors should discuss the implications of turning the system on and off and that this policy is because these systems greatly reduce the chance of an incident, do not really diminish the driving experience and are great educational tools which can help one learn quicker. Instructors should check for it to be on each time they enter the vehicle. Additionally, instructors should set a good example by leaving it on when the student is with them as a passenger.

VIII PENALTIES

- A. If cones are used to mark the course, the penalty for hitting a cone during a timed run is an additional two (2) seconds per cone added to the applicable lap time. If a competitor knocks over a pylon or moves it completely outside its outline, the penalty will be incurred. All pylons will have the same penalty. The Event Chairperson is responsible for ensuring that participants understand what cones are included as course markers. Grid and pre-grid cones may count if that is announced prior to timed runs.
- B. Four wheels off the designated course will constitute a DNF (did not finish). Four wheels off in a warm-up or cool-down lap will result in the first or last timed run being declared a DNF, respectively.

IX RE-RUNS

- A. During timed runs, re-runs may be granted to entrants whose run is negatively affected by specific situations and circumstances beyond the driver's control. The re-run is intended to avoid penalizing the entrant in such instances. Valid reasons for granting a rerun include:
 - 1. Timer malfunction;
 - 2. Catching a slower car on course;
 - 3. Interference from a spectator or course worker
 - 4. Red or yellow flag is thrown;
 - 5. Obstruction or disruption of cones or course that forces the driver to alter his/her line;
 - 6. Other circumstances or safety concerns that the event chairperson determines are out the control of the driver, but affect the time of the entrant.

A designated re-run official, identified at the drivers meeting, will be the determinant for re-runs. In general, requests for re-runs are granted based on the driver's word.

- B. Except in the instance of a timer malfunction, the driver must request a re-run by promptly alerting a course worker upon exiting the course and prior to the start of his/her next run. The appropriate person(s) to notify shall be

identified at the Drivers Meeting and shall be easily available to the driver when exiting the course.

- C. If an official re-run is given, any pylon penalties from the faulted run are NOT carried over.
- D. Re-runs will not be granted for any run in which the driver earns a DNF (Did Not Finish); a driver cannot erase a DNF by means of a re-run. Timing failure will not be cause for a re-run if the driver earns a DNF.
- E. Re-runs will NOT be granted for mechanical failure of that entrant's car.

X AWARDS

- A. Individual awards for each class are encouraged at Zone Time Trials and Autocrosses. Such awards should include the event description and finish order. Where possible, they should be presented at the site, immediately after the event. Overall standings, Top 10, Top Time of Day (TTOD), Top BRI, etc. are not Zone sanctioned competitions. Any region that gives awards for such categories are responsible for setting and administering any applicable rules.
- B. Award Depth
 - 1. One trophy for classes with two or three cars entered. Trophies may be awarded for smaller (one-car) classes at the discretion of the Event Chairperson.
 - 2. One additional trophy per two cars entered up to five trophies per class.
 - 3. This is the minimum award depth per class. More awards maybe given at the Event Chairperson's discretion, if it is done consistently across classes
 - 4. Participation awards are encouraged but are at the Event Chairperson's discretion
- C. Zone 8 series points for year-end awards will be counted for Zone 8 Autocross and Time Trial events. Only PCA members, family members, or affiliate members shall be eligible for the PCA Zone 8 year-end awards. All events of these series will be scored. To be eligible for year-end awards in the Autocross series, the entrant must participate in at least 40% of the year's autocross events in a single class. Novice class participants are eligible for year-end awards if they compete in at least four events in that class. If there are sufficient events in the season, novices may trophy in both a Novice class and their regular class. To be eligible for year-end awards in the Time Trial series, the entrant must participate in at least 51% of the year's Time Trial events in a single class.
- D. All entrants are entitled to start two timed laps for Time Trials and three timed laps for Autocross regardless of the timing methods used unless prevented by darkness or inclement weather as determined by the Event Chairperson.
- E. In case of a tie the other timed run(s) will determine the winner. In case of a tie on the other timed run(s) dual series points and trophies will be awarded.

- F. Scoring (Place = Points): 1=20; 2=15; 3=12; 4=10; 5=8; 6=6; 7=5; 8=4; 9=3; 10=2; Finishers=2; DNR/DNF=1; DQ =0. Five (5) points will be awarded to all competitors that otherwise participated in the event, but where club officials canceled timing or the event due to weather or any other decision.

XI PROTESTS

Protests are the formal means to deal with allegations of deliberately ignoring the car classification rules or other unfair behavior. An informal discussion with the Event Chair and, potentially, the concerned parties, may resolve the possible protest without the need for it to be formally filed. This is to be encouraged before formally filing. You must bring your concerns to the Event Chair first, and if necessary, approach the other party together. Approaching the other party directly often results in unproductive confrontations. Directly confronting the other party may result in expulsion from the event, and potentially from future events, at the discretion of the Event Chair.

- A. The Protest Committee will evaluate the facts through various means and make the decision to uphold or deny the protest.
- B. Procedure:
1. Protests can only be made by the Protest Committee or by entrants in the same class.
 2. All vehicles must remain unchanged and be available for inspection for 30 minutes following the completion of timed runs. If the vehicle is unavailable or changed before the expiration of the protest period, any protest may be automatically upheld.
 3. Protests must be made prior to the expiration of the 30-minute inspection period and must be made in writing. A protest fee of \$50.00 cash must accompany any protest made by an entrant. Protest Committee members acting on behalf of a class in which they are not competing are exempt from the fee. If the protest is upheld the fee shall be returned. If the protest is denied it shall be forfeited.
 4. It is expected that protests be reasonable, based on sound evidence and submitted in the spirit of fairness. If, in the opinion of the protest committee, the protester has acted in a manner inconsistent with the spirit of fairness and good sportsmanship, the protest will be considered to be in bad faith, the protest will be denied and the protest fee forfeited.
 5. Procedure for protests involving engine, transmission or other disassembly:
 - a. The vehicle shall be impounded and stored at a location mutually agreeable to the car owner and Protest Committee.
 - b. The vehicle tear down shall occur at a location mutually agreeable to the car owner and Protest Committee.
 - c. The tear down may be performed by the car owner or the mechanic of their choice.

- d. The car owner, mechanic, Protest Committee or its representative and the person making the protest may be present at the tear down.
 - e. The protester must provide a deposit sufficient to cover the necessary expenses for the inspection.
 - f. If the protest is upheld the car owner must refund the deposit to the protester. If the protest is denied, the protester forfeits the deposit.
 - g. If the car owner is deemed uncooperative, the Protest Committee may choose to uphold the protest without completing the tear down.
- 6. Any car protested must remain unchanged until the protest is decided. Protests will automatically be upheld for any car that is changed.
 - 7. A protest will automatically be upheld if the driver or owner of a protested vehicle refuses to allow inspection of the vehicle.
 - 8. If the protest is upheld, the car shall be disqualified from the event, and may be disqualified for the season at the discretion of the Protest Committee.
- C. The ruling of the Protest Committee may be appealed in writing to the Zone 8 Competition Committee within five days of the protest ruling.
 - D. Cars or entrants unavailable for protest or inspection as addressed above may have series points or standings withheld or driving privileges suspended pending a decision from the Competition Committee.

XII TRACK SAFETY EQUIPMENT

A. Medical services:

- 1. An ambulance staffed with qualified medical personnel is mandatory for Time Trials and DE and recommended for Autocross. If the Time Trial or DE is within an Emergency Medical Service (EMS) jurisdiction that provides a planned maximum response time of ten (10) minutes or less for paramedic service, an ambulance is not required. In that event, the track headquarters shall at all times have a functioning telephone (cellular is acceptable) staffed by a person designated and trained to call paramedic assistance if needed. The Event Chairperson will be responsible for compliance with this requirement.
- 2. It is highly recommended that appropriate tools for extracting persons from damaged cars be carried in the emergency medical vehicle.

B. Fire Fighting Equipment:

- 1. Type 20-BC (or better) fire extinguishers are highly recommended at all corner worker stations, and required in the hot-pit area and at pre-grid near the starting line. All corner workers will be specifically

briefed on the operation and proper procedures for the use of the fire extinguishers. This is the responsibility of the person in charge of the course workers and will be designated by the Event Chairperson.

2. There must be personnel trained in fire and emergency situations and the site must have either a fire truck and /or a tow truck equipped with fire emergency equipment.

C. Disabled Vehicle Removable Equipment:

1. A tow truck, with a qualified operator, is highly recommended.
2. Some means to expeditiously remove a disabled vehicle from the track is mandatory. The Event Chairperson will designate a vehicle/trailer for this purpose which will be able to react immediately should the need arise. A winch-equipped vehicle/trailer is highly recommended.

D. Corner worker stations will have:

1. Yellow, red, and passing flags (red and passing for Time Trials and DE only).
2. A means of communication with the Start/Finish line.
3. A broom and powdered cement or other substance suitable for drying up oil/water on the track. This can be kept in an emergency vehicle used to react to course incidents.
4. A fire extinguisher, preferably as described in Section XII Part B.1.

E. Medical Equipment;

1. A standard, fully equipped first aid kit will be available at all driving events.

XIII VEHICLE & DRIVER SAFETY EQUIPMENT

The Safety equipment required is determined by the type of event (AX, TT, DE), the venue type (parking lot or race track) and the level of vehicle performance equipment. For this reason, driver's need to determine their Performance Equipment Points even when they are participating in non-competitive events, such as DE. Do not include Base Points or Tire Size Points when making this determination.

Any modifications with regard to improved safety will generally be accepted. It is the entrant's responsibility to insure that the vehicle meets or exceeds all safety requirements. The entrant must ensure that any safety device or modification is installed and used according to the manufacturer's directions. The entrant needs to be prepared to show that the installation is within the manufacturer's recommended configurations whenever asked by a tech inspector.

- A. For all Autocross entrants and Time Trial / DE entrants, at least fully functional OEM (Original Equipment Manufacturer) style 3 point seatbelts are required. Belts that are visibly frayed, damaged or dysfunctional must be replaced with new belts.

Two point belts are acceptable for Autocross if the car did not originally come with seatbelts or only came with 2 point belts OEM. For Time Trial / DE three

point belts are required (when the vehicle does not require a 5 or 6 point harness).

For Autocross, it is not required to have identical restraint system so long as both the driver and passenger side meet the minimum safety requirements for the car. For Time Trial and DE, both Student and instructor shall have the same type of restraint system.

- B. For Time Trial and DE, five or six-point harnesses are required for all drivers and passengers running 200 Performance Equipment Points or higher and are strongly recommended for all entrants. Also, the same type of restraint system is required for both driver and passenger. 5 or 6-point harnesses are allowed at Autocross events, but they are not required.

Harnesses are required to be SFI or FIA approved for competition and mounted in the manufacturer approved configuration. Any harness approved for club racing is acceptable when installed according to the manufacturer's instructions. Evidence of this approval shall be provided by the driver, if necessary.

While an approved competition seat is not required on its own, many harness manufacturers require it for proper harness installation. If harnesses are installed and the seat is not an SFI or FIA approved competition seat, the entrant needs to bring documentation to prove that the installation follows the manufacturer's instructions.

Because the addition of the harness means that the occupants are fastened upright in the vehicle, a properly padded roll bar or roll cage is strongly encouraged to complete the SYSTEM. The use of one without the other may result in an unsafe environment and is not a COMPLETE SYSTEM.

Five and six-point harnesses over five (5) years old; of questionable condition, design, material or mounting; which are not installed according to the manufacturer's directions; which eliminate substantial contact of the lap belt with the occupant; or which are in any way unsafe; will be disallowed for all event types. Belt age is measured from the last day of the year of manufacture (Dec 31).

The Brey-Krause adapter may be used with the stock seats as a pickup point for the tunnel side lap belt in 1986 and later models.

“Y” harnesses are not allowed.

“H” style harnesses are not allowed.

“Halo” straps are not allowed.

NOTE: Harness replacement following an accident is required! The forces induced in the accident reduce the protection afforded by the harness.

General installation guidelines (In all cases, the manufacturer's instructions must be followed when installing harnesses.):

1. Hardware should meet or exceed the DOT or SAE strength standards. Example: Forged eye bolts with 7/16" SAE threads.
2. Attachments to sheet metal portions of the car must have adequate backing plates. (1-1/2" O.D. washers minimum backing per 7/16" eyebolt.)
3. Lap belts should be mounted to approximately bisect the angle between the thigh and the spine as viewed from the side. Competition harnesses should be mounted so that the rearward horizontal portion leaves the shoulders at an angle approximately 90 degree to the spine as viewed from the side.
4. Anti-submarine straps must be routed through the seat bottom in a hole and routing created by the seat manufacturer.
5. Models Boxster and 914 must have separate mounting points for each shoulder belt. If the distance from the mounting point to the seat back in the driving position is greater than 18", crossing the shoulder belts is recommended.
6. Attachments must be to the car itself and not to the seat frames.
7. Shoulder harness mounting that depends on the seat back either for position or support in a crash will not be allowed.

See also Section XVIII Appendix A.

- C. All car occupants must wear a Snell approved helmet (SA, SAH, K or M), which has the current available Snell rating or the one previous Snell rating. Expiring helmets shall be acceptable until June 30 of the year after the new standard. If it is a Snell K or M rated helmet and the occupant is required to wear a driving suit, then the occupant must also wear a nomex balaclava (headsock). Any other helmet currently approved for PCA Club Racing also qualifies. Evidence of this approval shall be provided by the driver, if necessary; such as a current PCA Club Racing inspection sticker or presentation of the Club Race rules.
- D. Face shields or protective goggles are required in all open cars during Time Trials and DE and are recommended for Autocross events. Full face helmets are recommended for open cars.
- E. Entrants in Time Trial and DE must wear full-length pants, long sleeve shirts and full foot closed toe shoes and socks. Hiking type deep lugged soles are not acceptable. This clothing will be of natural fibers, no synthetics allowed except approved fire resistant material.

Time Trial and DE Entrants in cars with 400 or more Performance Equipment Points are required to wear approved driving suits, gloves, shoes and socks.

Driving suits will be clean and free of flammables. If a driving suit is required, it must conform to one of the following specifications:

1. One-piece driving suit which meets or exceeds SFI 3.2A/5
2. One-piece driving suit which meets SFI 3.2A/1 if fire retardant long underwear is also worn
3. One-piece driving suit which is FIA approved
4. Any other suit approved for PCA club racing.

Driving shoes shall be made of fire retardant materials (athletic shoes with ALL leather uppers are acceptable). Gloves and socks shall be made of fire retardant materials (cotton socks are acceptable).

Drivers with mustaches, beards or long hair extending below the helmet must wear a fire retardant balaclava.

The Event Chairperson may declare that a HOT WEATHER CONDITION exists. This recognizes that the safety concern for driver comfort and attention can override the need for long sleeves and long pants. When this has been declared, entrants who are not required to wear a Driving Suit will be allowed to drive in short sleeve shirts and/or short pants.

The use of water-cooled safety clothing is allowed, and encouraged in hot weather.

Approved driving suit, gloves, socks and shoes are recommended for all entrants. The same clothing is recommended for autocross.

- F. For Time Trial and DE roll bars/cages are mandatory in all cars with 400 or more Performance Equipment Points, and are strongly recommended in all cars.

All “open” cars in Time Trial and DE are also required to have roll bars/cages, except for Boxsters, 996 , 997 and 991 cabriolets with less than 200 Performance Equipment Points, since these cars come equipped with factory rollover protection. In parking lot courses this requirement is waived for all “open” cars with less than 200 Performance Equipment Points.

When roll bars/cages are required, all occupants helmets must clear a straightedge placed between the top of the windshield frame, directly in front of the occupant’s head and the top of the roll over protection directly behind the occupant’s head when seated in a normal driving position and restrained by belts and harnesses. Boxsters may use a roll bar extension such as the Brey-Krause unit to meet this requirement, if necessary.

An inspection hole, 3/16” in diameter, must be provided in a non-critical area for verification of tube thickness. Any portion of the assembly which may come in contact with the driver’s helmet must be covered with high density foam 3/4” thick held securely in place with zip ties, electrical tape or duct tape. Foam must be equivalent to SFI 45.1 or FIA 8857 standards for hardness.

Minimum Roll Bar Tubing Sizes for Car Weight without Driver:

Under 1500 lbs

Mild Steel 1.5" x .120"

Alloy Steel 1.375" x .090"

Over 1500 lbs

Mild Steel 1.75" x .120"

Alloy Steel 1.625" x .095"

Minimum Roll Cage Tubing Sizes for Car Weight without Driver:

Under 2500 lbs

Mild Steel 1.50" x .095"

Alloy Steel 1.375 x .095"

Over 2500 lbs

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

Alloy Steel 1.50" x .095"

These figures are from the current PCA Club Racing rules and will be updated as changes occur in those rules

Roll bars must be braced. The roll bar hoop and all braces must be seamless, ERW or DOM mild steel tubing or chrome molybdenum alloy steel such as SAE 4125 or SAE 4130. It is recommended that mild steel tubing be used as chromium alloys present difficulties in welding and must be normalized to relieve stress. Proof of the use of alloy steel will be the responsibility of the entrant. No aluminum roll bars or cages allowed.

Forward braces (roll cage) and the main hoop subject to contact with an occupant's helmet, should be padded with a non-resilient material such as Ensolite, Ethafoam, or similar material to a thickness of ½ inch.

A car equipped with a roll bar or roll cage that meets the technical requirements for that car to participate in PCA Club Racing is adequate for PCA Zone 8 Driving Event use. Evidence of meeting these requirements shall be provided by the driver, if necessary.

Full roll cages are required for cars without a supportive front windshield.

- G. Wheel nut or bolt must fully engage the threads on the stud or hub for a length at least equal to the outside diameter of the wheel stud or bolt. The use of open-ended steel lug nuts is required in all cars with 400 or more Performance Equipment Points where lug nuts and wheel studs are fitted. The use of open-ended steel lug nuts is additionally required on all cars using lug nuts that have non-stock wheel spacers fitted, to allow verification of compliance with this section. The use of open-ended steel lug nuts is encouraged in other cars, especially if non-stock suspension parts or wheels are fitted. Careful attention must be paid when fitting after market wheels to cars with lug bolts to ensure adequate thread engagement. This is particularly important when spacers are used with these lug bolts.

- H. Volkswagen wheels or wheel centers are not allowed except on 914-4's.
- I. Any adapter to modify the Porsche bolt pattern will not be allowed. Drilling of wheel hubs is not allowed. Longer wheel studs/bolts and non-threaded/non-studded spacers are allowed subject to safety inspection. Studded wheel spacers are allowed subject to safety inspection. Porsche Factory studded and non-studded but threaded wheel spacers are allowed in the vehicles in which they are factory installed, subject to safety inspection.
- J. Hubcaps and/or wheel covers must be removed (center caps are ok).
- K. All tires must have at least 2/32nds of tread depth at all points around the tire prior to the event and at least 1/32nds of tread prior to timed runs. Tires must be in good condition. All parts of the tire which normally contact the road must be covered by the fender when measured from a vertical drop from the fender edge through the center line of the wheel. Cars must have fenders attached to the vehicle body at all four corners. The speed rating of the tire must exceed the speed potential of the vehicle at the specific venue where the event is held.
- L. For Time Trials and DE, all cars with 200 or more Performance Equipment Points are required to have a 2.5 Halotron, 2-lb. Halon or 10-BC rated dry chemical fire extinguisher (or larger) capable of extinguishing B/C type fires, securely metal-to-metal mounted in the cockpit in a safe location convenient to the driver while seated and restrained. Any built-in or on-board system that meets these minimums is also acceptable. This may include Aqueous Film-Forming Foam (AFFF) systems.
- M. The spare tire, tools and jack may be removed and must be removed if they are not securely mounted. Any device (cameras, lap timers, gps loggers, etc.) mounted inside the car must be firmly attached to a solid point on the interior. Interior suction cup mounts are allowed only if additionally secured with adhesive such as silicone or RTV. Digital cameras or other devices mounted outside the car must be mechanically attached to the car; if suction cup mounts are used on exterior devices, the device must be securely tethered to a solid point on the car (bumper, side view mirror etc.) to prevent putting other drivers or corner workers at risk.
- N. Doors must remain unlocked and driver's window must be fully open (down). If an instructor or student is in the car, both door windows must be open (down).
- O. All batteries must be securely mounted. The 914 battery may be relocated.
- P. For time trials and DE, sunroofs, convertible tops, or removable tops (Targa tops, removable sunroofs for 924, 944, 968 vehicles) must be in place, fully fastened and closed. If the sunroof, convertible or removable top is not present, or cannot close over the roll bar or roll cage, the use of SFI or FIA approved arm restraints shall be mandatory in lieu of closing the top, in vehicles that require safety harnesses. Sunroofs that cannot close must be removed. For all such cars, all occupants helmets must clear a straightedge placed over the opening, as in Section XIII Part F.

- Q. For Time Trial and DE it is recommended that all open cars be equipped with arm restraints for all occupants, if not mandated by Section XIII Part P.
- R. For Time Trial and DE, all vehicles will have functioning brake lights.
- S. All 924/944/968 cars with aluminum A arms should have the ball joint inspected before each event. In addition, the dimension between the wheel center and the lowest portion of the top fender edge shall be greater than 13.0 inches. If an entrant wishes to lower the car below this, Fabcar or equivalent A arms shall be fitted. For parking lot courses, vehicles may be evaluated on a case-by-case basis.
- T. For Time Trials and DE, all cars with 400 or more Performance Equipment Points are required to have a tow hook, strap, or other suitable device.
- U. The Chief Technical Inspector or the Event Chairperson may require safety equipment to be modified, additional safety equipment to be installed, or disallow a vehicle for any reason. The decision of the Event Chairperson is final.
- V. The following summarizes the safety equipment that is required for Porsches as they pass up through the classes due to Performance Equipment Points (not total points, do not include Base or Tire Size Points):

All classes, all events	<ul style="list-style-type: none"> Helmet At least DOT harnesses Open-ended steel lug nuts for cars with non-stock wheel spacers that use lug nuts and wheel studs
<200 Pts, all classes	Roll bar or cage is required for open cars except Boxster and 996, 997 Cabriolets (at TT/DE)
200+ Pts:	<ul style="list-style-type: none"> Fire extinguisher (at TT/DE) 5 or 6 point harnesses are required (at TT/DE) Roll bar or cage is required for Boxster, 996 & 997 Cabriolet (at TT/DE)
400+ Pts:	<ul style="list-style-type: none"> Roll bar or cage is required for all cars (at TT/DE). All cars must have a tow hook, strap, or other suitable device (at TT/DE). Driving suits, gloves, socks, and boots are required (at TT/DE). Open-ended steel lug nuts are required for all cars that use lug nuts and wheel studs (AX and TT/DE).

In addition, an SFI-approved Neck Restraint system and arm restraints or window net are recommended for all vehicle occupants at TT/DE events.

W. The following summarizes the difference in safety equipment requirements for parking lot and track events:

All parking lot events:

944/924/968 spindle to fender clearance check is case-by-case.

Parking lot Time Trial / DE:

Roll bar or cage is not required for open cars with less than 200 Performance Equipment Points.

X. For X classes, safety equipment is required as stated here in Section XIII.

For safety equipment mandated according to class progression (Section XIII Part V), the following procedure shall be used.

If the car is, or at some point in its life was, street legal:

Points totals must be tabulated as any CC01-16 class car would, using the same rules as they do (Section III, Assessment of Points), from whatever factory stock was for that model car, whether Porsche or other make of vehicle.

From there, the same equipment would be required according to the schedules listed in Section XIII Parts V & W. For example, harnesses start at 200 Performance Equipment Points, and roll bar/cages, steel lug nuts and driving suits at 400 Performance Equipment Points , just like with Porsches.

If the car was never intended for use on any public road (a real race car), the following safety equipment is mandatory:

For Autocross and Time Trial/DE: Open-ended steel lug nuts

For Time Trial/DE Only: 5 or 6 point harnesses
Roll bar or cage
Driving suits, gloves, socks and boots
A securely fastened fire extinguisher or equivalent

It is acceptable for roll bars and cages to meet the specifications that are period or vintage correct for the year of the race vehicle, however, it is highly recommended that all safety gear meet modern specifications. This applies to replicas of historic race vehicles as well.

Y. Vehicles that meet or exceed the safety equipment specified in "FIA Appendix K" are considered to be acceptable. Evidence of meeting this requirement shall be provided by the driver, if necessary.

XIV TECH INSPECTION

- A. All cars must pass technical inspection or receive a waiver prior to participation. Passing the technical inspection means that the automobile has met minimum safety standards for participation in a PCA event. However, no technical inspection can uncover all possible defects inherent in the vehicle design or otherwise, and neither PCA nor the inspectors can predict unforeseen circumstances. Neither the Porsche Club of America nor the tech inspectors make any express or implied warranty of fitness for any purpose.
- B. When entering a PCA driving event, the driver/owner acknowledges that high speed driving is inherently dangerous. It is the responsibility of the owner and driver to select a safe vehicle and see to its adequate preparation, as well as to insure the safe operation of the vehicle and to maintain the car's safe operating condition.
- C. Tech Inspection is NOT about car classification or verification of points assessed for classification purposes. While the Tech Inspector may be willing to answer questions and provide assistance, it is not their job to classify your car and they may not have the necessary time the day of the event. Car classification is the driver's responsibility.
- D. Pre-tech for Time Trials and DE is highly recommended. Pre-tech is defined as a tech inspection performed before the driver and vehicle arrive at the event site. Often this is at an approved mechanic or repair shop.
- E. Before tech, all cars must be in track ready condition (tires mounted, loose objects removed from the car, helmet and driving suits available, etc.). The "no loose objects" rule means that any objects heavy enough to cause injury to you in case of an incident must be either removed from the car, or firmly and permanently affixed.
- F. It is the obligation of the driver to bring a safe and rule compliant car to any Tech or Pre-Tech inspection and to the driving event. Do not expect the tech inspector to find all safety or rule compliance issues.
- G. Entrants should be prepared to have the following items inspected on their cars.

For Autocross (as applicable, depending on car and class):

- Tires (Tread Condition, Cracks, No Cuts, Age)
- Wheel lugs (on tight)
- Brakes (Pad Condition, Rotors)
- Wheel Bearings (Play)
- Fluid Caps & Leaks (Brake, Oil, Steering, Coolant, Water, Fuel, etc.)
- Battery mounting
- Helmet (Year, Rating, Condition)
- Throttle return
- Fan belt (play, condition)
- Open-ended steel lug nuts (when required)

- Car numbers (size, placement)
- Loose items in passenger/storage compartments
- Seat belts or harnesses (Date, Condition, Mounting – driver and passenger)
- 924/944/968 spindle to fender clearance

For Time Trial / DE at a parking lot, the following items, in addition to the Autocross items listed above (as applicable, depending on car and class):

- Brake lights
- Fire extinguisher (Charge, Mounting)
- Arm restraints
- Driving suit/shoes/gloves
- Roll Bar/Cage (including straight edge check – driver and passenger)

For Time Trial / DE events at a track, the following items, in addition to the items listed above (as applicable, depending on car and class):

- Suspension (Ball Joints, Tie Rods, Shocks, Spindles, Mounting)
- Engine Compartment (Hoses, Wiring, Fuel Lines, Mounts, Overall)
- Undercarriage (Damage, Clearance, Fluid Lines, Loose Components)
- Drivetrain (CV Joints, Overall Condition)
- Windshield & Mirrors (Integrity, Mounting)

It is the entrant's responsibility to ensure that each of these areas is in good condition for every event. It is recommended that all vehicles be inspected by a qualified mechanic before participating in an event.

- H. Seat belt inspection shall include checking:
- a) If seat belt webbing is frayed, split, or torn.
 - b) If belt anchorages or attachment fittings are loose, badly corroded, missing, or not fastened to belt.
 - c) If belt buckles are loose or inoperative.
 - d) That all seat belt anchor bolts are securely fastened to floor.
 - e) If seat belt will adjust to allow proper fit.
- I. After passing Tech inspection or receiving a waiver, an event sticker will be placed on the upper left (driver side) corner of the windshield.
- J. The tech inspector should discuss with the driver/owner any discrepancies between the driver's inspection/preparation and the tech inspector's observations. The goal of these discussions should be increased understanding and education.

- K. Upon finding a problem that would potentially disqualify a driver, the tech inspector shall work with the driver to resolve the problem utilizing the avenues and resources available (including trying to locate and install appropriate parts or equipment) to get the driver into the event. This would include getting a one-time waiver from the Event Chair or the appropriate Zone Staff member (Autocross or Time Trial Chair) if they deem a waiver would be appropriate and would not compromise safety. The goal is to try and find a way for the club member to safely participate rather than send them home disappointed.
- L. Vehicles that do not pass the tech inspection and do not receive a waiver will be disallowed. The Chief Technical Inspector's decision on inspection issues can only be appealed to the Event Chairperson, whose decision is final.

XV FLAGS

- | | | |
|-----------------------|---------------|---|
| GREEN: | Go | The course is clear. |
| YELLOW: | Caution | <p>Standing yellow-reduce speed enough to respond to unusual hazards-For Time Trial and DE, no passing until you have passed the incident and are certain that the next flag station does not display a yellow flag.</p> <p>Waving yellow-great danger, reduce speed, exercise extreme caution, and be prepared to stop. For Time Trial and DE, no passing until you have passed the incident and are certain that the next flag station does not display a yellow flag.</p> <p>Two yellow flags shown simultaneously-indicates the entire track is under caution. Reduce speed. Exercise extreme caution and be prepared to stop. For Time Trial and DE, no passing anywhere. Watch for the Starter to display a green flag.</p> |
| RED: | Emergency | Check your mirrors, pull to either side of the track, and stop within sight of a flagging station. Remain in your car until you are contacted or directed to move. |
| BLUE/YELLOW STRIPE: | Passing | (Time Trial/DE Only) Advises you to check your mirrors for cars attempting to pass. If passing, be aware you may also be passed. |
| YELLOW/RED: | Oil or Debris | Surface conditions have changed which require caution and reduced speed. |
| BLACK/
ORANGE DOT: | Mechanical | You have a mechanical problem with your vehicle; |

proceed to the pits at the designated course exit with extreme caution. If you are leaking oil, get off the line.

BLACK:	Infraction	If a furred black is pointed at you, you are being warned of an infraction. Please heed this warning. If a corner station waves a black flag at you, the starter will also display a black flag and a number board with your car number. Exit the track and proceed to the designated “Black Flag Marshal” for consultation. If all corners display standing black flags, reduce speed and exit the course at the designated course exit. If you receive a SECOND waving black flag warning, the Event Chairperson will determine if you may continue driving this event.
WHITE:	Vehicle	Emergency, service or slow moving vehicle on the course.
CHECKERED:	Finish	The session is over. Take a cool-off lap and proceed off the track via the designated exit. Passing rules are still in place. Do not remove safety equipment until the car is stopped in cold pits.

If other flags are used, they will be announced at the Drivers Meeting.

XVI RUN SESSIONS

- A. The driver must be in pre-grid and ready to drive at the time listed in the schedule, as revised by PA announcements. Late drivers may not be allowed to participate in that run session.
- B. When entering pre-grid, all cars and occupants must be in track ready condition, no loose objects in the car or luggage compartment, driving clothes complete, helmets and seat belts fastened. The driver must remain with the car when it is in pre-grid. Scrutineers will be in the pits to check on these concerns.
- C. After entering the track, all occupant safety equipment will remain in place until the vehicle has exited the track and returned to cold pits. If your car leaves the track and stops, do not remove safety equipment unless directed to do so by a corner worker.
- D. If you have any incident, spin, or place four wheels off the track, look for the next corner worker for instructions before reentering the track. If any of these happen, drive at a safe speed to the track exit and check with the Black Flag Marshall or Starter in the hot pits.

- E. In Time Trials and DE, cars will be grouped together according to speed and experience where possible. There may be a faster and slower run groups. This is recommended for Autocross.
- F. Time Trial and DE passing rules (no passing is allowed in Autocross):
1. Passing zones for all groups shall be well defined at the Drivers' Meeting. All passing must be completed by the end of the passing zone as defined by the event organizer. Road courses associated with super speedways may use the super speedway turns as passing zones (turns on the portion of the track comprised of the oval section of the super speedway). There shall be no passing in any other turns except as allowed by the Expanded Passing Program. Kinks in a straight area of the track will not be considered turns unless specified by the Event Chairman. The Event Chairman shall take into consideration the areas of the track that are preferred for passing, and may restrict certain passing zones to advanced run groups. **THERE WILL BE NO PASSING UNDER RED FLAG CONDITIONS. THERE IS ALSO NO PASSING UNDER YELLOW FLAG CONDITIONS EXCEPT FOR SLOW MOVING VEHICLES WHOSE DRIVERS HAVE SIGNALLED THAT THEIR VEHICLES ARE DISABLED.**
 2. All passing in the designated areas will be with the use of hand signals to direct the passing car safely around the car being passed. It is preferred that the car being passed remains on line allowing the faster car to pass safely. In the event of drivers who, due to a physical impairment, are unable to use hand signals, the use of turn signals to signal passing will be permitted. It is recommended that such drivers and their cars, if any, be identified in the Drivers Meeting. All participants must obey all passing rules set forth at the Drivers meeting.
 3. Slower cars have an obligation to permit faster cars to pass safely in approved passing zones. This means that in many cases slower cars must provide an early demonstrative passing signal, then lift off the gas to permit safe passing to be completed. Even a high power car can be the slower car, if a low horsepower car is faster completing laps around the track (if it is faster in the turns). When in doubt, let the car behind you pass.
 4. Expanded Passing: The Event Chairman MAY choose to implement the expanded passing program. With expanded passing, passing may occur on all portions of the track, including all turns. If expanded passing is allowed at an event, it shall follow these restrictions:
 - Expanded passing will be run in the most advanced run groups ONLY (Instructors and similarly advanced drivers).
 - All passing must be initiated WITH A HAND SIGNAL.
 - All signals MUST BE demonstratively clear and there must be one for each car.
 - All signals are “real time”. If you initiate a pass with a signal, expect a car to pass at the time you give the signal, not at the next

straight away.

- All signals are a contract between two drivers. If you initiate, let the car pass. If you are given a signal and decline, you must wave off the signal.
 - No more than two cars side by side in the turn.
 - When entering a turn with another car, **NO ONE OWNS THE TURN**. Each driver is entitled to 50% of the track as if there was a white line down the middle.
 - The Chief Driving Instructor may designate up to five (5) instructors per event who may take advanced students as passengers (no beginners or novices), for the purpose of instruction only. Otherwise, the only passengers allowed in the expanded passing run groups are qualified instructors.
 - All drivers of the designated run group must participate in expanded passing. Any driver who does not care to participate must be moved to another run group.
5. For Time Trials, passing shall be in the practice sessions only. There shall be no passing during the timed runs.

XVII RULE VARIATIONS FOR AUTOCROSS EVENTS

A. The following Rules Sections have exceptions or variances for Autocross events:

- | | | |
|-----|-----------------|--|
| 1. | Section I.C | - participant qualifications |
| 2. | Section I.F | - size of the car numbers |
| 3. | Section I.U | -demonstration rides |
| 4. | Section X.D | - timed lap requirements |
| 5. | Section XII.A | - medical response requirements |
| 6. | Section XII.D.1 | - flag requirements at corner worker stations |
| 7. | Section XIII.A | - seatbelt requirements for entrants |
| 8. | Section XIII.B | - harness requirements for entrants |
| 9. | Section XIII.D | -face shields or protective goggles |
| 10. | Section XIII.E | - entrant clothing requirements |
| 11. | Section XIII.F | - roll bar requirements |
| 12. | Section XIII.L | - fire extinguisher requirements |
| 13. | Section XIII.P | - sunroof, convertible and removable or Targa tops, arm restraints |
| 14. | Section XIII.Q | - arm restraints |
| 15. | Section XIII.R | - brake lights |
| 16. | Section XIII.T | -tow hooks |
| 17. | Section XIV.E | - tech inspection |
| 18. | Section XV | - flag usage |
| 19. | Section XVI.E | - car grouping |
| 20. | Section XVI.F | - passing rules |

B. In most of the above exceptions or variations, there is a recommendation that the Time Trial/DE requirement be followed.

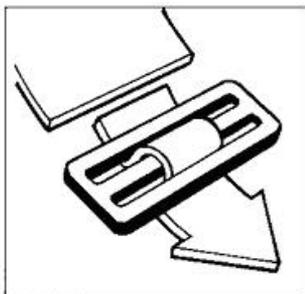
XVIII APPENDICES

Appendix A Sample harness installation diagrams.

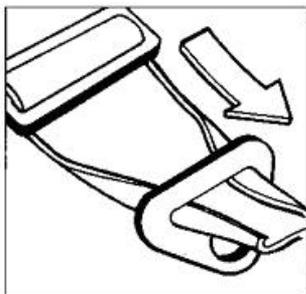
These diagrams are provided as examples only. In all cases harnesses must be installed according to the manufacturer's directions.

See the Schroth Competition Harness Instructions document for more information at <http://www.schrothracing.com/>

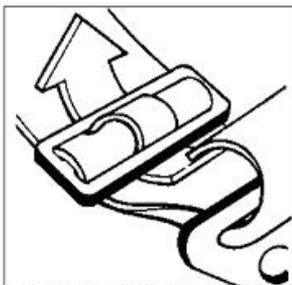
Example 1: How to lace harness straps



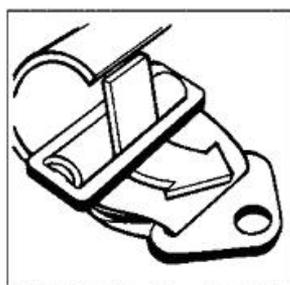
STEP 1: Insert strap through tightening buckle.



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



STEP 3: Fold back strap and re-insert through



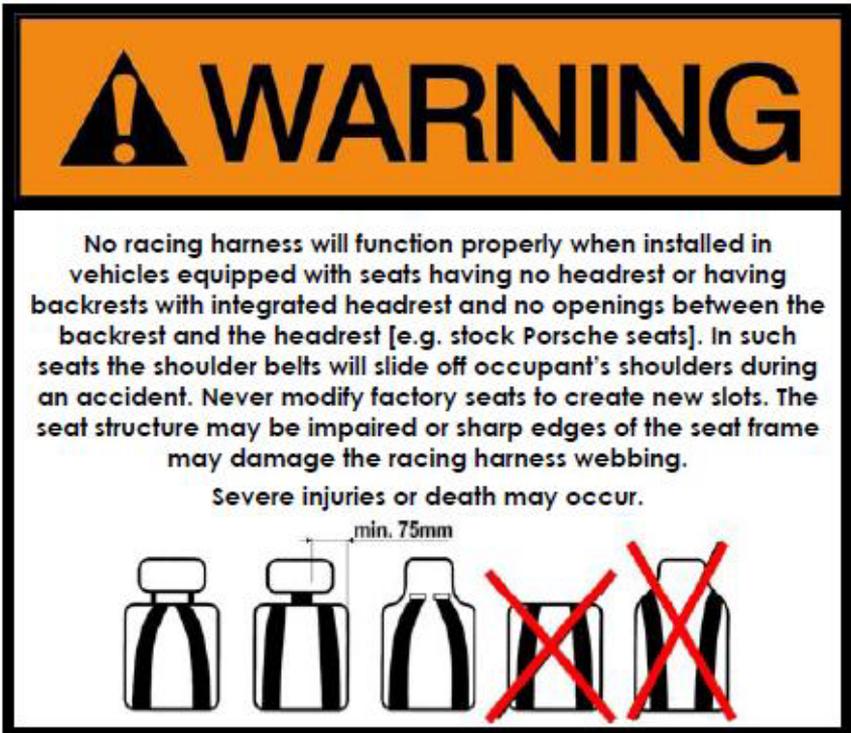
STEP 4: Fold back strap again and insert

Courtesy Simpson Racing Products

Example 2: Size Warning



Example 3: Seat Back Warning



Appendix B Model Series for Upgrades

The following chart shall be used to determine if an upgrade to a non-stock factory part is within the same model series as the vehicle for Section III Parts S & X. This is different from the Model Series chart for used for Update/Backdate.

356:	All
911/912:	1965-77
911SC:	All
911 Carrera:	All
964:	All
993:	All
996:	All
997:	All
991:	All
930:	All
911 Turbo	1986-89
964 Turbo	All
993 Turbo	All
996 Turbo	All
997 Turbo	All
914:	All
924:	All except 924S
924 Turbo:	All
928:	All
924S/944:	All
944 Turbo:	All
968:	All
986 Boxster:	All
987 Boxster:	All
981 Boxster:	All
987 Cayman:	All
981 Cayman:	All
Carrera GT:	All
918 Spyder	All

Examples:

Per Section III Part S: Putting factory 911 springs on a 914 will incur 30 points, as they are from different model series, however the 924S is in the 944 series, so it can upgrade to any factory 944 springs for 15 points.

Appendix C Determination of Base Points

Base Points are determined by using power to weight ratios and other known data as a starting point, and may also include subjective adjustments to account for real world performance. It is recognized that a newer car of equal power to weight ratio to an older car is likely to have a performance advantage due to evolutionary changes in chassis, power characteristics and suspension. When assigning Base Points to new models, these criteria are scrutinized.

Raw Base Points

Raw Base Points are assigned based on a formula using the car's power to weight ratio, model age and the width of its standard-equipment wheels. A car's power to weight ratio (PW) is calculated by dividing the PCNA published curb weight (lbs.) of the model (equipped with a manual transmission) by its PCNA published horsepower. The calculated PW ratio is then used to determine the appropriate Raw Base Points using the following formula:

$$(4000 / (\text{Weight}/\text{Horsepower})) + (\text{year of model introduction} - 2010) + (5 \times (\text{width in inches of one front} + \text{one rear standard-equipment wheel} - 12)) = \text{Raw Base Points}$$

Explanation: This formula takes the inverse of the PW ratio and multiplies it by 4000 (creating a steepening curve that assigns progressively higher and higher Base Points for each incremental improvement in PW ratio, then subtracts one point for each year since the model's introduction prior to 2010 (to grant a modest advantage for age and, in future years, a disadvantage for models introduced after 2010), and then adds 5 points for each inch greater than 12 of the car model's standard-equipment wheel-widths (this serves as a rough proxy to capture design and performance advantages as suspension technology & brakes have improved over time, thus further disadvantaging newer cars). Note: Negative points are not given for smaller wheels.

Mid-Engine "Adjustment Points"

Due to their advantageous handling traits, mid-engined cars are also assigned 15 adjustment points.

Other "Adjustment Points"

Other adjustment points may added to or subtracted from each model's Base Points as part of the annual rule revision process if deemed appropriate in order to consolidate models, account for the performance potential of specific models or to better balance competition.

Appendix D Engine horsepower increase and/or vehicle weight decrease

The formula only needs to be recalculated once. If both weight and horsepower have changed, then both new numbers should be used in the recalculation. Additional Performance Equipment Points are then determined by subtracting the original “raw” Base Points from this recalculated “raw” Base Point figure. Note: Negative points are not given for increased weight or reduced horsepower.

Dyno testing procedures are as follows:

- Use the maximum horsepower figure generated and averaged over three successive dynamometer runs
- If the vehicle has forced induction with a cockpit or driver adjustable boost regulator, the boost must be at maximum in the adjustable range.
- All testing must be done with engine at normal race running temperature
- The entire power train must be in its “as raced” configuration (correct exhaust, etc.)
- SAE correction must be performed
- Dynamometer test results must be signed and dated by the operator
- If the car has adjustable engine management it must be noted and described on the Dynamometer Certification form.
- If a Mustang brand dynamometer is used, the average horsepower at the wheels must be multiplied by 1.1 before proceeding to the next step

Since most published horsepower figures are horsepower “at the crank” it is necessary to determine this new value for comparison purposes. These formulas are acceptable:

- 2WD Stick Shift: $1.16 \times \text{horsepower at the wheels} = \text{horsepower at the crank}$
- AWD or automatic: $1.20 \times \text{horsepower at the wheels} = \text{horsepower at the crank}$

If an engine dynamometer cell is used to measure engine HP at the crankshaft, instead of a chassis dynamometer measurement at the wheels, then this adjustment is not necessary.

A current copy of the dynamometer test results must be made available to the Tech Inspector or other event officials upon request.

Any engine management or mechanical changes, such as the ability to reflash or remap the engine management setup at the track, that would produce increased engine performance beyond that declared in the declared average power shall be prohibited

Appendix E Model Chart

All facts and figures have been determined and verified to the best of our ability. If you find that any vehicle weights, horsepower figures, displacement figures or standard wheel sizes are incorrect and have Porsche factory documentation supporting your claim, please contact the Zone 8 Rules Chair at: rules@zone8.org

A Note about Comparing Cars

Placement in the points classes (CC01-16) is determined by the total of adding together your Base Points, Tire Size Points and Performance Equipment Points. It is important to note that when you are comparing classes for various car models, comparing Base Points alone is not fair, sufficient or informative. One must at a minimum include Tire Size Points in the comparison. One should never compare just another's Base Points with one's own total points.

Model	Starting Year	Ending Year	Engine Displacement	HP	Weight	Front Wheel Width	Rear Wheel Width	Raw Pts	Adjustment /Mid-Eng Pts	Base Pts	SS Class
356 Carrera 1500 GS Coupe	1955	1958	1500	110	1830	4.5	4.5	185	-85	100	
356 1.1	1949	1955	1086	40	1830	4.5	4.5	26	74	100	
356 1.3	1951	1955	1266	44	1830	4.5	4.5	37	63	100	
356 1.5	1951	1955	1488	60	1830	4.5	4.5	72	28	100	
356 1.5 American Roadster	1952	1953	1488	70	1580	4.5	4.5	119	-19	100	
356 1.5 Speedster	1954	1955	1488	60	1675	4.5	4.5	87	13	100	
356 A 1.3 Coupe & Cabriolet	1955	1957	1290	44	1874	4.5	4.5	39	61	100	
356 A 1.3 Speedster	1955	1957	1290	44	1675	4.5	4.5	50	50	100	
356 A 1.6 Convertible D	1958	1959	1582	60	1885	4.5	4.5	75	25	100	
356 A 1.6 Coupe & Cabriolet	1955	1959	1582	60	1874	4.5	4.5	73	27	100	
356 A 1.6 Speedster	1955	1959	1582	60	1675	4.5	4.5	88	12	100	
356 A Carrera GS Coupe & Cabriolet	1955	1957	1500	100	2050	4.5	4.5	140	-40	100	
356 A Carrera GS Coupe & Cabriolet	1958	1959	1600	105	2050	4.5	4.5	153	-53	100	
356 A Carrera GS Speedster	1955	1957	1500	100	1851	4.5	4.5	161	-61	100	
356 A Carrera GS Speedster	1958	1959	1600	105	1851	4.5	4.5	175	-75	100	
356 A Carrera GT Coupe	1955	1957	1500	110	1818	4.5	4.5	187	-87	100	
356 A Carrera GT Coupe	1958	1959	1600	115	1818	4.5	4.5	201	-101	100	

Model	Starting Year	Ending Year	Engine Displacement	HP	Weight	Front Wheel Width	Rear Wheel Width	Raw Pts	Adjustment /Mid-Eng Pts	Base Pts	SS Class
356 A Carrera GT Speedster	1955	1958	1500	110	1818	4.5	4.5	187	-87	100	
356 A Carrera GT Speedster	1958	1959	1600	115	1851	4.5	4.5	197	-97	100	
356 A S 1.3 Coupe & Cabriolet	1955	1957	1290	60	1874	4.5	4.5	73	27	100	
356 A S 1.3 Speedster	1955	1957	1290	60	1675	4.5	4.5	88	12	100	
356 A S 1.6 Convertible D	1958	1959	1582	75	1885	4.5	4.5	107	-7	100	
356 A S 1.6 Coupe & Cabriolet	1955	1959	1582	75	1874	4.5	4.5	105	-5	100	
356 A S 1.6 Speedster	1955	1959	1582	75	1675	4.5	4.5	124	-24	100	
356 B S Coupe & Cabriolet	1959	1963	1582	75	2061	4.5	4.5	95	5	100	
356 B S Hardtop	1959	1963	1582	75	1984	4.5	4.5	100	0	100	
356 B S Roadster	1959	1963	1582	75	1918	4.5	4.5	105	-5	100	
356 B 1.6 Carrera GS Coupe & Cabriolet	1961	1963	1600	110	2227	4.5	4.5	149	-49	100	
356 B 1.6 Carrera GT Coupe	1959	1961	1600	115	1863	4.5	4.5	196	-96	100	
356 B 2.0 Carrera GS Coupe & Cabriolet	1961	1963	2000	130	2227	4.5	4.5	184	-84	100	
356 B 2.0 Carrera GT Coupe	1959	1961	2000	155	1874	4.5	4.5	280	-180	100	
356 B Coupe & Cabriolet	1959	1963	1582	60	2061	4.5	4.5	65	35	100	
356 B Hardtop	1959	1963	1582	60	1984	4.5	4.5	70	30	100	
356 B Roadster	1959	1963	1582	60	1918	4.5	4.5	74	26	100	
356 B Super 90 Coupe & Cabriolet	1959	1963	1582	90	2061	4.5	4.5	124	-24	100	
356 B Super 90 Hardtop	1959	1963	1582	90	1984	4.5	4.5	130	-30	100	
356 B Super 90 Roadster	1959	1963	1582	90	1918	4.5	4.5	137	-37	100	
356 C Carrera GS Coupe & Cabriolet	1963	1964	1966	130	2227	4.5	4.5	186	-86	100	
356 C Coupe & Cabriolet	1963	1965	1582	75	2039	4.5	4.5	100	0	100	
356 C SC Coupe & Cabriolet	1963	1966	1582	95	2039	4.5	4.5	139	-39	100	
356 S 1.3	1953	1955	1266	60	1830	4.5	4.5	74	26	100	
356 S 1.3 Speedster	1953	1955	1266	60	1675	4.5	4.5	86	14	100	
356 S 1.5	1952	1955	1488	70	1830	4.5	4.5	95	5	100	
356 S 1.5 Speedster	1954	1955	1488	70	1675	4.5	4.5	111	-11	100	

Model	Starting Year	Ending Year	Engine Displacement	HP	Weight	Front Wheel Width	Rear Wheel Width	Raw Pts	Adjustment /Mid-Eng Pts	Base Pts	SS Class
911	1964	1968	1991	130	2381	4.5	4.5	172	0	172	
911	1974	1974	2687	150	2370	5.5	5.5	217	0	217	
911 Carrera	1974	1974	2687	175	2370	6	7	264	0	264	
911 Carrera	1975	1975	2687	165	2425	6	7	242	0	242	
911 Carrera	1984	1986	3164	207	2756	6	7	279	0	279	
911 Carrera	1987	1989	3164	217	2756	7	8	307	0	307	
911 Club Sport US	1988	1989	3164	217	2756	7	8	308	0	308	
911 E	1969	1969	1991	140	2249	5.5	5.5	208	0	208	
911 E	1970	1971	2195	155	2249	5.5	5.5	236	0	236	
911 E	1972	1973	2341	165	2370	6	6	240	0	240	
911 L	1968	1968	1991	130	2381	5.5	5.5	176	-4	172	
911 S	1967	1968	1991	160	2381	4.5	4.5	226	0	226	
911 S	1969	1969	1991	170	2249	6	6	261	0	261	
911 S	1970	1971	2195	180	2249	6	6	280	0	280	
911 S	1972	1973	2341	190	2370	6	6	283	0	283	
911 S	1974	1974	2687	175	2370	6	6	259	0	259	
911 S	1975	1975	2687	165	2425	6	6	237	0	237	
911 S	1976	1977	2687	165	2469	6	6	233	0	233	
911 SC	1978	1979	2994	180	2557	6	7	255	0	255	
911 SC	1980	1983	2994	180	2756	6	7	236	0	236	
911 Speedster US	1989	1989	3164	217	2756	7	8	309	0	309	
911 T	1968	1968	1991	110	2381	5.5	5.5	143	-4	139	
911 T	1969	1969	1991	110	2249	5.5	5.5	155	0	155	
911 T	1970	1971	2195	125	2249	5.5	5.5	182	0	182	
911 T	1972	1973	2341	140	2315	5.5	5.5	204	0	204	
911 Turbo	1976	1977	2994	234	2635	7	8	336	0	336	
911 Turbo	1978	1978	3299	253	2855	7	8	337	0	337	
911 Turbo	1979	1979	3299	261	2855	7	8	350	0	350	
911 Turbo	1986	1987	3299	282	2976	7	9	375	0	375	
911 Turbo	1988	1989	3299	300	2976	7	9	401	0	401	
912	1966	1968	1582	90	2138	4.5	4.5	124	0	124	

Model	Starting Year	Ending Year	Engine Displacement	HP	Weight	Front Wheel Width	Rear Wheel Width	Raw Pts	Adjustment /Mid-Eng Pts	Base Pts	SS Class
912	1969	1969	1582	90	2090	4.5	4.5	131	0	131	
912 E	1976	1976	1971	86	2394	5.5	5.5	110	0	110	
914 1.7	1970	1973	1679	80	1984	4.5	4.5	121	15	136	
914 1.8	1974	1974	1795	72	2138	4.5	4.5	99	15	114	
914 1.8	1975	1975	1795	72	2205	4.5	4.5	96	15	111	
914 2.0	1973	1974	1971	95	2138	5.5	5.5	141	15	156	
914 2.0	1975	1976	1971	84	2205	5.5	5.5	117	15	132	
914-6	1970	1972	1991	110	2072	5.5	5.5	172	15	187	
924	1977	1977	1984	95	2624	5.5	5.5	112	0	112	
924	1978	1982	1984	110	2624	6	6	136	0	136	
924 S	1987	1987	2479	150	2734	6	6	196	0	196	
924 S	1988	1988	2479	160	2734	6	6	212	0	212	
924 Turbo	1980	1980	1984	143	2822	6	6	173	0	173	
924 Turbo	1981	1982	1984	154	2822	6	6	189	0	189	
928	1978	1979	4474	219	3351	7	7	239	0	239	
928	1980	1982	4474	220	3351	7	7	243	0	243	
928 GT	1989	1991	4957	326	3483	7.5	9	376	0	376	
928 GTS	1992	1995	4957	345	3567	7.5	9	391	0	391	
928 S	1983	1984	4664	234	3351	7	7	262	0	262	
928 S	1985	1986	4957	288	3351	7	7	329	0	329	
928 S4	1987	1991	4957	316	3483	7	8	355	0	355	
944	1982	1987	2479	150	2778	7	7	198	0	198	
944	1988	1988	2479	158	2844	7	7	210	0	210	
944	1989	1989	2681	162	2866	7	7	215	0	215	
944 S	1987	1988	2479	190	2866	7	7	252	0	252	
944 S2	1989	1989	2990	208	2932	7	8	278	0	278	
944 S2	1990	1991	2990	208	2998	7	8	273	0	273	
944 Turbo	1986	1986	2479	217	2899	7	8	290	0	290	
944 Turbo	1987	1988	2479	220	2998	7	8	286	0	286	
944 Turbo	1989	1990	2479	247	2998	7	9	329	0	329	
944 TurboS	1988	1988	2479	247	2998	7	9	328	0	328	

Model	Starting Year	Ending Year	Engine Displacement	HP	Weight	Front Wheel Width	Rear Wheel Width	Raw Pts	Adjustment /Mid-Eng Pts	Base Pts	SS Class
964 C2	1990	1994	3596	250	3031	6	8	320	0	320	SS01
964 C4	1989	1994	3596	250	3252	6	8	297	0	297	SS01
964 RS America	1993	1994	3596	250	3031	7	8	328	0	328	SS01
964 Turbo	1991	1992	3299	315	3274	7	9	386	0	386	SS03
964 Turbo	1993	1993	3596	360	3274	7	9	443	0	443	SS03
964 Turbo	1994	1994	3596	355	3241	7	9	442	0	442	SS03
968 Cabriolet	1992	1995	2990	240	3241	7	8	293	0	293	SS01
968 Coupe	1992	1995	2990	240	3086	7	8	308	0	308	SS01
981 Boxster	2013	2014	2706	265	2888	8	9	395	15	410	SS04
981 Boxster S	2013	2014	3436	315	2910	8	9.5	463	15	478	SS06
981 Cayman	2013	2014	2706	275	2888	8	9	409	15	424	SS04
981 Cayman S	2013	2014	3436	325	2910	8	9.5	477	15	492	SS06
986 Boxster	1997	1999	2480	201	2778	6	7	281	15	296	SS01
986 Boxster	2000	2002	2687	217	2778	6	7	307	15	322	SS01
986 Boxster	2003	2004	2687	225	2811	6	7	318	15	333	SS01
986 Boxster S	2000	2002	3179	250	2855	7	8.5	358	15	373	SS02
986 Boxster S	2003	2004	3179	258	2910	7	8.5	365	15	380	SS02
987 Boxster	2005	2006	2687	240	2855	6.5	8	344	15	359	SS02
987 Boxster	2007	2007	2687	245	2855	6.5	8	353	15	368	SS02
987 Boxster	2008	2008	2687	245	2877	6.5	8	351	15	366	SS02
987 Boxster	2009	2012	2893	255	2943	7	8.5	363	15	378	SS02
987 Boxster S	2005	2006	3179	280	2965	7	8.5	390	15	405	SS04
987 Boxster S	2007	2007	3387	295	2965	8	9	420	15	435	SS04
987 Boxster S	2008	2008	3387	295	2987	8	9	418	15	433	SS04
987 Boxster S	2009	2009	3436	310	2965	8	9	442	15	457	SS04
987 Boxster S	2010	2012	3436	310	2987	8	9	440	15	455	SS04
987 Boxster Spyder	2010	2012	3436	320	2811	8.5	10	488	15	503	SS06
987 Cayman	2006	2008	2687	245	2866	6.5	8	350	15	365	SS02
987 Cayman	2009	2009	2893	265	2910	7	8.5	381	15	396	SS02
987 Cayman	2010	2012	2893	265	2932	7	8.5	379	15	394	SS02

Model	Starting Year	Ending Year	Engine Displacement	HP	Weight	Front Wheel Width	Rear Wheel Width	Raw Pts	Adjustment /Mid-Eng Pts	Base Pts	SS Class
987 Cayman R	2011	2012	3436	330	2855	8.5	10	496	15	511	SS06
987 Cayman S	2006	2007	3387	295	2954	8	9	420	15	435	SS04
987 Cayman S	2008	2008	3387	295	2987	8	9	418	15	433	SS04
987 Cayman S	2009	2009	3436	320	2954	8	9	457	15	472	SS04
987 Cayman S	2010	2012	3436	320	2976	8	9	455	15	470	SS04
991 Carrera 4 Cabriolet	2013	2014	3436	350	3307	8.5	11	464	0	464	SS06
991 Carrera 4 Coupe	2013	2014	3436	350	3153	8.5	11	485	0	485	SS06
991 Carrera 4S Cabriolet	2013	2014	3800	400	3340	8.5	11	520	0	520	SS07
991 Carrera 4S Coupe	2013	2014	3800	400	3186	8.5	11	543	0	543	SS07
991 Carrera Cabriolet	2012	2014	3436	350	3197	8.5	11	477	0	477	SS06
991 Carrera Coupe	2012	2014	3436	350	3042	8.5	11	500	0	500	SS06
991 Carrera S Cabriolet	2012	2014	3800	400	3230	8.5	11	535	0	535	SS07
991 Carrera S Coupe	2012	2014	3800	400	3075	8.5	11	560	0	560	SS07
991 911 50 th Anniv	2014	2014	3800	430	3109	9	11.5	600	0	600	SS08
991 GT3	2014	2014	3800	475	3153	9	12	652	0	652	SS09
991 Turbo	2014	2014	3800	520	3516	8.5	11	633	0	633	SS08
991 Turbo S	2014	2014	3800	560	3538	9	11.5	680	0	680	SS09
991 Turbo Cabriolet	2014	2014	3800	520	3671	8.5	11	608	0	608	SS08
991 Turbo S Cabriolet	2014	2014	3800	560	3693	9	11.5	653	0	653	SS09
993 C2	1995	1998	3596	285	3064	7	9	377	0	377	SS02
993 C2S	1997	1998	3596	285	3064	7	9	379	0	379	SS02
993 C4	1995	1998	3596	285	3175	7	9	364	0	364	SS02
993 C4S	1996	1998	3596	285	3175	8	10	375	0	375	SS02
993 Turbo	1996	1998	3596	400	3307	8	10	500	0	500	SS07
993 Turbo S	1997	1998	3596	430	3307	8	10	537	0	537	SS07
996 Carrera 4 Cabriolet	1999	1999	3387	296	3197	7	9	379	0	379	SS03
996 Carrera 4 Cabriolet	2000	2001	3387	300	3197	7	9	385	0	385	SS03
996 Carrera 4 Cabriolet	2002	2004	3596	320	3273	7	9	403	0	403	SS03
996 Carrera 4 Coupe	1999	1999	3387	296	3032	7	9	400	0	400	SS03

Model	Starting Year	Ending Year	Engine Displacement	HP	Weight	Front Wheel Width	Rear Wheel Width	Raw Pts	Adjustment /Mid-Eng Pts	Base Pts	SS Class
996 Carrera 4 Coupe	2000	2001	3387	300	3032	7	9	406	0	406	SS03
996 Carrera 4S Cabriolet	2002	2005	3596	320	3417	8	11	402	0	402	SS03
996 Carrera 4S Coupe	2002	2005	3596	320	3240	8	11	422	0	422	SS03
996 Carrera Cabriolet	1999	1999	3387	296	3075	7	9	394	0	394	SS03
996 Carrera Cabriolet	2000	2001	3387	300	3075	7	9	400	0	400	SS03
996 Carrera Cabriolet	2002	2004	3596	320	3141	7	9	420	0	420	SS03
996 Carrera Coupe	1999	1999	3387	296	2910	7	9	416	0	416	SS03
996 Carrera Coupe	2000	2001	3387	300	2910	7	9	422	0	422	SS03
996 Carrera Coupe	2002	2004	3596	320	2965	7	9	444	0	444	SS03
996 Carrera Targa	2002	2005	3596	320	3119	7	9	422	0	422	SS03
996 GT2	2001	2003	3600	456	3175	8.5	12	608	0	608	SS08
996 GT2	2004	2005	3600	477	3131	8.5	12	646	0	646	SS08
996 GT3	2004	2005	3600	380	3042	8.5	11	531	0	531	SS07
996 Turbo	1999	2005	3600	415	3395	8	11	513	0	513	SS07
996 Turbo S	2005	2005	3600	444	3395	8	11	553	0	553	SS07
997 Carrera 4 Cabriolet	2007	2008	3596	325	3385	8	11	416	0	416	SS05
997 Carrera 4 Cabriolet	2009	2011	3614	345	3428	8	11	437	0	437	SS05
997 Carrera 4 Coupe	2006	2008	3596	325	3197	8	11	438	0	438	SS05
997 Carrera 4 Coupe	2009	2011	3614	345	3241	8	11	460	0	460	SS05
997 Carrera 4 GTS Cabriolet	2011	2011	3800	408	3263	8.5	11.5	541	0	541	SS07
997 Carrera 4 GTS Coupe	2011	2011	3800	408	3263	8.5	11.5	541	0	541	SS07
997 Carrera 4 Targa	2007	2008	3596	325	3329	8	11	423	0	423	SS05
997 Carrera 4 Targa	2009	2011	3614	345	3373	8	11	443	0	443	SS05
997 Carrera 4S Cabriolet	2006	2008	3824	355	3439	8	11	444	0	444	SS05
997 Carrera 4S Cabriolet	2009	2011	3800	385	3450	8	11	480	0	480	SS06
997 Carrera 4S Coupe	2005	2008	3824	355	3252	8	11	467	0	467	SS05
997 Carrera 4S Coupe	2009	2011	3800	385	3263	8	11	506	0	506	SS06
997 Carrera 4S Targa	2007	2008	3824	355	3384	8	11	452	0	452	SS05

Model	Starting Year	Ending Year	Engine Displacement	HP	Weight	Front Wheel Width	Rear Wheel Width	Raw Pts	Adjustment /Mid-Eng Pts	Base Pts	SS Class
997 Carrera 4S Targa	2009	2011	3800	385	3395	8	11	488	0	488	SS06
997 Carrera Cabriolet	2005	2008	3596	325	3263	8	10	423	0	423	SS05
997 Carrera Cabriolet	2009	2011	3614	345	3307	8	10.5	449	0	449	SS05
997 Carrera Coupe	2005	2008	3596	325	3075	8	10	448	0	448	SS05
997 Carrera Coupe	2009	2011	3614	345	3120	8	10.5	474	0	474	SS05
997 Carrera GTS Cabriolet	2011	2011	3800	408	3316	8.5	11.5	533	0	533	SS07
997 Carrera GTS Coupe	2011	2011	3800	408	3109	8.5	11.5	566	0	566	SS07
997 Carrera S Cabriolet	2005	2008	3824	355	3318	8	11	458	0	458	SS05
997 Carrera S Cabriolet	2009	2011	3800	385	3329	8	11	497	0	497	SS06
997 Carrera S Coupe	2005	2008	3824	355	3131	8	11	484	0	484	SS05
997 Carrera S Coupe	2009	2011	3800	385	3142	8	11	524	0	524	SS06
997 GT2	2008	2010	3600	530	3340	8.5	12	675	0	675	SS09
997 GT2 RS	2011	2011	3600	620	3053	9	12	858	0	858	SS09
997 GT3	2007	2008	3600	415	3075	8.5	12	579	0	579	SS08
997 GT3	2009	2011	3797	435	3075	8.5	12	607	0	607	SS08
997 GT3 RS	2007	2008	3600	415	3031	8.5	12	587	0	587	SS08
997 GT3 RS	2010	2010	3797	450	3031	9	12	639	0	639	SS08
997 GT3 RS	2011	2011	3797	450	3020	9	12	642	0	642	SS08
997 GT3 RS 4.0	2011	2011	4000	500	2998	9	12	713	0	713	SS09
997 Speedster	2011	2011	3800	408	3371	8.5	11.5	525	0	525	SS07
997 Turbo	2006	2008	3600	480	3494	8.5	11	583	0	583	SS08
997 Turbo Cabriolet	2009	2009	3600	480	3624	8.5	11	566	0	566	SS08
997 Turbo Cabriolet	2010	2012	3800	500	3627	8.5	11	589	0	589	SS08
997 Turbo Coupe	2009	2009	3600	480	3470	8.5	11	590	0	590	SS08
997 Turbo Coupe	2010	2012	3800	500	3461	8.5	11	615	0	615	SS08
997 Turbo S Cabriolet	2011	2012	3800	530	3660	8.5	11	618	0	618	SS08
997 Turbo S Coupe	2011	2012	3800	530	3494	8.5	11	645	0	645	SS08
Carrera GT	2005	2006	5733	605	3042	9.5	12.5	841	15	856	SS09



**Concours
Rules
2014**

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I INTRODUCTION

Concours d' Elegance is a French term denoting a gathering together of automobiles in competition or judging of their respective merits in terms of coach work design, finish and appointments. In the PCA, we are concerned with only one marque, Porsche. Porsche is defined as an automobile manufactured by Porsche AG, its predecessors or its successors, and powered by an engine manufactured by Porsche, except as noted in Section III, Part F. Ruf AG-built automobiles are considered Porsches for event purposes. Members use their cars in many different ways and for many specific purposes. Therefore, the purpose of this Zone 8 Concours Series is to select the best prepared and maintained Porsche.

- A. Any person is eligible to be an entrant at a PCA Zone 8 Concours event.
- B. For in-state shows, all Ubergang, Street, Unrestored Stock and Wash and Shine division entries **MUST** be driven both to and from their home port/permanent residence. The following exception will be made for multi-event weekends: for those cars which are participating in both concours and performance driving events of a multi-event weekend, these entries may be driven both to and from their garage or hotel, etc. Such cars may not be trailered directly to the show area.
- C. Ubergang, Street, Unrestored Stock and Wash and Shine division cars may be trailered to out-of-state shows.
- D. Full Concours and Special Categories division cars may be trailered to all events.
- E. Each car must proceed to its display location under its own power, without assistance of any kind (see Section IV Part G). Special Categories division entries may be exempt due to noise restriction requirements (see Section III Part F). Each car must be in its assigned display position at the time judging begins.
- F. "For Sale" signs are prohibited.
- G. No commercial displays are allowed unless authorized by the Event Chairperson.
- H. All vehicle alarm systems must be turned off prior to entering the Concours site and must remain off throughout the Concours.
- I. Regions are encouraged to have a "display only" category at their events that is not judged. It is suggested that entry fees for this category be less than for the judged cars.
- J. The following colors will be used for vehicle information sheets for ease of recognition:
 - Full Concours - Red
 - Unrestored Stock - Yellow
 - Street - Blue
 - Special Categories - Orange

Übergang – Lilac
Wash & Shine - Green
Display – White

II DIVISIONS

Concours shall have the following divisions:

- Full Concours
- Street
- Unrestored Stock
- Special Categories
- Übergang
- Wash & Shine

With the exception of Unrestored Stock and Special Categories, the divisions are distinguished by what areas of the car shall be judged. The additional criteria for those two divisions shall be covered in Section III Parts C & F.

Judging shall be in the following areas for each division:

	Full	Street	Unrestored	Special	Übergang	W&S
Exterior	X	X	X	X	X	X
Interior	X	X	X	X	X	X
Storage Compartment	X	X	X	X	X	
Engine Compartment	X	X	X	X		
Chassis Half (without engine)	X					
Chassis Half (with engine)	X					

Judging shall be based on preparation and maintenance, not on originality or deviations from stock. Personalization or modification of the vehicle is not penalized if it is done in a competent and professional manner.

The purpose of the Wash and Shine division is to help and assist new participants in preparing their Porsches for Zone 8 Concours competition. Any entrant may enter the Wash and Shine division. Written and verbal comments from the judges will be encouraged.

III CAR CLASSIFICATION

Except as allowed in Section III Part F all entries must have the same basic Porsche engine configuration as originally equipped.

A. FULL CONCOURS DIVISION

- C-1 All Closed 356
- C-2 All Open 356
- C-3 911, 912 (1965-1973)
- C-4 911, 911 Turbo, 930, 912E (1974-1983)
- C-5 911 Carrera & Turbo (1984-1989)

- C-6 911 Carrera & Turbo (964, 993, 1989-1998)
- C-7 911 Carrera & Turbo, GT2, GT3 (996, 997, 1999-2012)
- C-8 914-4, 914-6
- C-9 All 924, 928, 944, 968

B. STREET DIVISION

- S-1 All Closed 356
- S-2 All Open 356
- S-3 911, 912 (1965-1973)
- S-4 911, 911 Turbo, 930, 912E (1974-1983)
- S-5 911 Carrera & Turbo (1984-1989)
- S-6 911 Carrera & Turbo (964, 993, 1989-1998)
- S-7 911 Carrera & Turbo, GT2, GT3 (996, 997, 1999-2012)
- S-8 914-4, 914-6
- S-9 All 924, 928, 944, 968

C. UNRESTORED STOCK DIVISION

- UR-1 All Closed 356
- UR-2 All Open 356
- UR-3 911, 912 (1965-1973)
- UR-4 911, 911 Turbo, 930, 912E (1974-1983)
- UR-5 911 Carrera & Turbo (1984 -1989)
- UR-6 911 Carrera & Turbo (964, 993, 1989-1998)
- UR-7 911 Carrera & Turbo, GT2, GT3 (996, 1999 – Y-10)
- UR-8 914,914-6
- UR-9 All 924, 928, 944, 968

Unrestored Stock entries are Porsches, a minimum 10 model years old, (current model year minus 10 years, Y-10), with a minimum of 75% Porsche Factory applied paint and 75% Porsche Factory installed interior, with both interior and exterior dating from the time of the original manufacture and installed or applied at the time of the original manufacture at the factory.

D. UBERGANG DIVISION

- UG-1 Boxster
- UG-2 Cayman
- UG-3 911 Carrera (991, 2012-On)
- UG-4 Cayenne
- UG-5 Panamera
- UG-6 Macan

The Ubergang division is a transitional division for the newer models which have an engine compartment that is not as accessible as it has traditionally been in older models. This division gives these entries a place to compete that is a step up from Wash & Shine while the rules committee evaluates both the popularity of these entries and the various options for modifying the rules to accommodate them.

E. WASH & SHINE DIVISION

W&S-1	All 356
W&S-2	911, 912 (1965-1973) 911, 911 Turbo, 930, 912E (1974-1983) 914-4, 914-6
W&S-3	911 Carrera & Turbo (1984-1989) 911 Carrera & Turbo, (964, 993, 1989-1998)
W&S-4	911 Carrera & Turbo, GT2, GT3 (996, 997, 991 1999-On)
W&S-5	All Boxster, Cayman
W&S-6	All 924, 928, 944, 968
W&S-7	Cayenne, Panamera, Macan

F. SPECIAL CATEGORIES DIVISION

SC-1	Special Interest
SC-2	Current Competition
SC-3	Limited Production

The Special Categories division is intended to accommodate cars which, either because of their unique nature or their use, might be placed at a competitive disadvantage if entered in the other divisions. A car is eligible for entry in this division only if it satisfies the criteria for one of the following classes:

1. **Special Interest.** This class includes cars which have been so extensively modified from the original stock configuration that they may not be able to compete on an even footing with the cars in the class in which they would otherwise be included. Any car made by Porsche which, because of extensive modifications, no longer satisfies the definition of a Porsche given in Section I INTRODUCTION of these Concours competition rules is eligible for this class, and cars in this class may have any type of engine installed, including non-Porsche engines. Cosmetic body modifications, installation of roll cages, routine engine modifications such as substitutions between carburetors and fuel injection systems, displacement increases and other internal engine modifications shall not, by themselves, qualify a car for this class.
2. **Current Competition.** This class includes cars that have, within the last 12 months, been driven actively in track competition such as time trials, DEs or club racing events. Acceptable competition is not restricted to PCA events and may include events sanctioned by other organizations such as but not limited to the International Motor Sports Association or the Sports Car Club of America. Autocross is not considered to be track competition. The entrant must be able to provide documentation of entry into such competitive events within the last year upon request.
3. **Limited Production.** This class includes Porsches made in limited quantities that differ substantially from normal production cars. Examples include the 550 in its various guises along with its descendants, any of the 900 series of competition cars such as the 904,

906, 917 and 934, other racing cars such as Formula and Indy cars, as well as cars such as the 959 and Carrera GT. In general, cars based on production street vehicles are not eligible for this class, so that special editions of production 911s such as anniversary editions and the 997 Club Coupe and special versions of production cars such as the 1952 America Roadster, the 911R, the 1973 Carrera RS and the RS America must be entered in the classes containing other similar production cars.

Any person entering a car in one of these classes must be prepared to explain in detail how the car satisfies the requirements of the class. In the event of any question over whether a particular car qualifies for one of these classes, the Zone 8 Concours Chairperson will make the final determination about its eligibility.

An entrant may voluntarily move their vehicle to another division if that division has a class that can reasonably accommodate their model of vehicle. For example, a 959 could reasonably be considered a limited Production 911 and therefore compete in Full Concours as a 911. However, on the other extreme, there is no class in any other division that could accommodate a 917, so no movement is possible for such a vehicle. In making such a move, when possible, the entrant acknowledges that they may be at a competitive disadvantage. The car may not be switched back to SC Division after judging begins.

- G. There shall be no combining of classes.
- H. Each entrant is responsible for correctly classifying his/her own car. Any car not classified by the start of judging will be disqualified from that event. All cars are subject to further scrutiny and reclassification at the discretion of the Zone 8 Rules Committee or the Event Chairperson at any time during an event. If a car is found to be misclassified after judging begins the event may be scored as if the car did not compete.

IV JUDGING:

- A. The entrant shall fill out the top portion of the Entry Form completely, as well as his/her name and class on each Score sheet. He/she shall not write below the line on the Master Score Sheet. The Entry Form and Score Sheets should be placed on the driver's side of the windshield.
- B. Typically the entrant prepares the car prior to arriving at the Concours site. Any final preparation may be made at the Concours site prior to the start of judging.

Once judging begins, only exterior light dusting with a duster or suitable dusting cloth will be permitted. Use of toothbrushes, Q-tips, or any other cleaning device or products could result in a penalty of 10 points, assessed by the Event Chairperson.

Entries must be displayed with all exterior parts uncovered. (Example, bras, mirror covers, dust covers, etc.) Windows (glass or plastic) shall be up and/or installed. All tops must be up and in place and installed. Sunroofs shall be closed. A car with a convertible or other removable or retractable top that is not fully up either by malfunction, owners choice or any other reason will be given

a 5 point deduction. Similarly, a 5 point deduction will be given if exterior parts are not uncovered or windows are not up at the time a car is judged.

More details on judging methods are covered in the Zone 8 Concours Judge's Manual, available here:

<http://zone8.pca.org/forms/Concours/ConcoursJudgesManual2012.pdf>

- C. Contestants will be notified, by general announcement, at least 5 minutes prior to the start of official event judging by the event head judge or Event Chairperson or their designee.
- D. An entrant or representative must accompany the car during the time of judging. The car will not be judged if the entrant or representative is not present.
- E. Judging time shall be five (5) minutes per entry, unless otherwise announced by the event chairperson prior to the start of judging. There are no time limits for judging in the Wash & Shine division.
- F. A total of five minutes will be allowed for each section judged. The one-minute walk-around will be counted in the total time for the exterior judge. When one minute remaining for judging is called, the exterior judge stops judging and the remainder of the judges continue until time is called.

For example, the Exterior judge walk-a-round will be one (1) minute. All compartments (doors, trunk etc.) will be opened off the clock. Judging begins for five (5) minutes. The exterior judge completes judging when one (1) minute remaining is called. All components of the car will be judged for a total of five (5) minutes.

- G. An entry may be required to demonstrate its ability to start, or have any part checked for proper operation and maintenance (Example: horn, lighting, brakes, etc.). Oil caps, battery caps, brake fluid caps, spark plug connectors, etc., will not be removed from their normally affixed position.
- H. A judging team will remain intact to judge all assigned cars. All entrants in each class must be judged by a single team; classes may not be divided between different teams.
- I. No participant can judge in a class or division at an event if he or she is showing a car in that class or division. Additionally, they will be ineligible for year-end awards in that class or division.
- J. Divisions containing over 9 cars may be divided into two groups. If this occurs, judging Best of Division will be performed by a new judging team comprised of an equal number of judges from the original two teams. The new team will re-judge the car with the highest score from each group. Judges on the newly formed team must judge an area different from the area previously judged.
- K. All judges must attend a Concours Judging School at least once every three years or their judging privileges will be suspended.

L. The Zone has established four levels of judges as follows:

Judge

Zone 8 Judge

Senior Judge

Master Judge

All judges will be classified using a judging point system based on their levels of experience and judging education obtained at Zone 8 events. Judging points are awarded according to the following schedule:

Completing a Zone 8 Concours school	100 judging points
Judging at a Zone 8 Concours	100 judging points
Teaching at a Zone 8 Judging School	100 judging points

Point levels for each classification are as follows:

Judge	Less than 500 judging points
Zone 8 Judge	At least 500 judging points, including attending at least 1 Judging School
Senior Judge	At least 1000 judging points, including attending at least 2 Judging Schools
Master Judge	At least 1500 judging points, including attending at least 3 Judging Schools

Any judge with a Zone 8 or higher classification who wishes to maintain that classification must judge at least one event each year and show a car in a judged class at least once every two years. Any judge who fails to do so will have his or her classification reduced by one level each year these requirements have not been met. A Master Judge must complete at least one Zone 8 Judges School every two years or he/she will be reclassified as a Senior Judge.

To participate in the role of head judge on a judging team at a Zone 8 Concours a judge must have a “Zone 8 Judge” or higher classification.

Judges and workers must sign the “Service” form at each event to acquire judging points. The Z8 Concours Chair will archive the forms to be used to determine year-end awards and judge classifications.

At each year-end awards banquet, any judge newly qualified at the Zone 8 Judge or higher level will be recognized and awarded a name tag signifying the achievement.

V SCORING:

- A. Individual score sheets will be returned to the entrant immediately following the presentation of awards at each show within the series.
- B. Written protests shall be filed with the Event Chairperson within 15 minutes of the end of the awards presentation. For this reason, each entry is to remain in

place for at least 15 minutes following the awards presentation. A protest can be filed only if a Zone 8 Concours Rule has been violated. The written protest must reference that rule.

- C. Each Concours will include awards for "Best of Full Concours", "Best of Street", "Best of Unrestored Stock", "Best of Wash and Shine", "Best of Ubergang", and "Best of Special Categories " for the Full Concours, Street, Unrestored Stock, Wash and Shine, Ubergang and Special Categories Division Overall Winners. The score will be based solely on the total points awarded. These point totals will be maintained for Class and Overall Year-End Awards.

"Best of Show" is not a Zone sanctioned competition. Any region that gives such an award is responsible for setting and administering any applicable rules.

- D. In the event of a tie, the tie will be broken as follows:
 1. Compare the scores in the judging areas as described in Section III CAR CLASSIFICATION, the car having the highest score in the most areas will be the winner.
 2. If a tie still exists, (i.e., each car had the highest score in the same number of judging areas), then compare the score in each of the judging areas, beginning with exterior and proceeding to each judged area in the order as described in Section III CAR CLASSIFICATION. The car with the best score in exterior will be the winner. If there is a tie in this area, then proceed to compare scores in each area in order until the tie is broken.
 3. If a tie still exists, go back to each judged area and compare the scores in each "sub-area" (i.e., exterior, Coachwork) in each of the areas in the same order until the tie is broken.

VI AWARDS:

- A. Only PCA members, family members, or affiliate members and their entry shall be eligible for the PCA Zone 8 year-end awards.
- B. Every Concours event will present awards in every class that has at least one entrant.

Awards are based on the following:

Number of entrants	Number of awards
1	1
2 or more	Number of entrants divided by 2 (rounded down)

This is the minimum award depth per class. More awards maybe given at the Event Chairperson's discretion, if it is done consistently across classes. Participation awards are encouraged but are at the Event Chairperson's discretion.

- C. To be eligible for a year-end award, a participant must have earned at least 300 service points and have achieved one of the following in a single class:

1. Have competed in at least 35% of the Zone 8 Concours events.
2. Have competed in at least two Zone 8 Concours, including at least one out-of-state Zone 8 Concours.

After meeting the above:

Class championships shall be awarded to the entrants who have amassed the highest total number of points in competition within their classes.

The Division Championship in each of the six Divisions, Full Concours, Unrestored Stock, Street, Wash and Shine, Ubergang and Special Categories, shall be awarded to the entrant who has competed in at least 35% of the Zone 8 Concours events and who has the highest total calculated from their best four scores received during the year's competition.

- D. A car may compete in only one class/division for year-end awards in a given year.

An entry may change division one time during the season. Only the points appropriate to the new division will be transferred.

- E. Service points will be earned according to the following schedule:

Event chairperson	300 service points
Assistant chairperson	100 service points
Event judge	100 service points
Volunteer	75 service points



**Rally
Rules
2014**

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I INTRODUCTION

- A. All Zone 8 rallies shall be navigational (Time/Speed/Distance) rallies. This is an event where cars follow a prescribed route on public roads at a precise speed or need to arrive at a destination after a precise driving duration. At the discretion of the Zone 8 Rally Chairperson, a Gimmick Rally may be held as an official Zone 8 rally, and be allowed to count towards the Zone 8 Rally Series. For purposes of year end awards, Gimmick Rally points for first, second, third places etc. will be accumulated in the same TSD rally class in which the entrant participated most frequently for that year. If the entrant did not have a class in which they participated the majority of the time, then the points shall be assigned to Class C. Gimmick Rally rules are not covered in this document.
- B. The object of the rally competition is to follow the prescribed course and to arrive at each checkpoint when you are due, neither early nor late. Each leg of the rally is scored separately; if you are late at one checkpoint, you cannot improve your score by arriving early at the next checkpoint. Be sure that you have the correct number of legible route instruction pages, in the correct order. You may not start the rally before your assigned start time for leg one.
- C. Always drive in a safe and legal manner. You may neither drive recklessly nor illegally during the event; if you do, you may be disqualified. The Event Chairperson's decision on these issues will be final. If needed, time delay requests may be submitted in accordance with Section VI. DELAYS.
- D. No alcohol or drugs will be consumed during the event. Consumption of alcohol or use of drugs by any participant during the event will result in expulsion. The Event Chairperson's decision on these issues will be final.
- E. Drivers must be at least 18 years of age and affirm that they possess a valid state driver's license. 16 and 17 year olds may participate (as navigators only) according to the rules of the Junior Participation Program. Minors under the age of 16 are not allowed either as navigator or as other passengers. The JPP program is documented in the Region Procedures Manual, distributed annually by PCA national and on the national website. Adult entrants do not have to be club members. The JPP program is for minors related to club members ONLY.
- F. Deviations from or additions to the rules spelled out in Section VIII COURSE INSTRUCTIONS are allowed if the deviation or addition is clearly spelled out in an addendum at the beginning of the route instructions and is distributed to each entrant.
- G. A "trap" is an event that causes you to arrive early or late at the next checkpoint. Typically this is the result of incorrectly executing an instruction and is based on either course following, speed or time.
- H. Course traps may only be based on the rules outlined in Section VIII COURSE INSTRUCTIONS and any addendums to that section. No other sections of this document may be used as the basis for traps.

- I. The use of two-way radios or mobile/portable phone is forbidden except in emergencies. Contestants found in violation of this rule will be disqualified.

II CLASSES

There are five (5) competitive classes:

- A. Class A - Unlimited equipment.
- B. Class B - Contestants using unlimited measuring equipment but no cumulative calculation device; or Stock odometer for measuring distance, with unlimited calculating equipment (calculating equipment must not connect to distance measuring device in Class B).
- C. Class C - The only permissible equipment is stock odometer, pencil, paper, and watches/clocks. No calculating equipment or tables are permitted (slide rules, factor tables, calculators, computers, etc.) other than seconds-to-hundredths conversion charts.
- D. Class D – Class D shall run to the same rules as Class E, as specified in the Zone-8 rally regulations, with the exceptions:
1. That anyone regardless of experience may compete in class D
 2. The event chairperson may choose to write a "Tour Course", in conjunction with the regular Zone-8 rally, and use that course as the Class D course, but that course must conform to the Zone-8 rally regulations, as it will count toward the series championship.
- The words "Tour Course" are defined as meaning that the rally course referred to as a tour course must not contain any traps (see Section I Part G).
- E. Class E - Same requirements as Class C, but for beginners, new to the sport. It is strongly recommended that the Class E rallyists be provided with greatly simplified course and instructions in order to foster their learning of rally skills and to encourage their continued participation in the sport. Receiving a year-end award in Class E requires that the rallyists must move to another class for subsequent years.

For all classes, any factory installed equipment is permissible, including navigational systems and average speed displays. Portable GPS units are also allowed.

Each entrant is responsible for correctly classifying his/her own car. During the rally, there may be a check for proper equipment. All cars are subject to further scrutiny and reclassification at the discretion of the Zone 8 Rules Committee or the Event Chairperson at any time during an event. If a car is found to be misclassified after it completes the rally the event may be scored as if the car did not compete.

III MEASUREMENT AND TIMING

The course was measured to the nearest 0.01 mile with a car equipped with non-expandable tires. Adjust assigned speeds to conform to the rally's official measurement.

Official rally time will be available at registration. It is synchronized with WWV (National Bureau of Standards time signal) and set to local Pacific Time. Timing will be to the nearest 0.01 minute.

Seconds to Hundredths Conversion Table (.01=Hundredths)

Sec.	.01	Sec.	.01	Sec.	.01	Sec.	.01	Sec.	.01	Sec.	.01
:00	.00										
:01	.02	:11	.18	:21	.35	:31	.52	:41	.68	:51	.85
:02	.03	:12	.20	:22	.37	:32	.53	:42	.70	:52	.87
:03	.05	:13	.22	:23	.38	:33	.55	:43	.72	:53	.88
:04	.07	:14	.23	:24	.40	:34	.57	:44	.73	:54	.90
:05	.08	:15	.25	:25	.42	:35	.58	:45	.75	:55	.92
:06	.10	:16	.27	:26	.43	:36	.60	:46	.77	:56	.93
:07	.12	:17	.28	:27	.45	:37	.62	:47	.78	:57	.95
:08	.13	:18	.30	:28	.47	:38	.63	:48	.80	:58	.97
:09	.15	:19	.32	:29	.48	:39	.65	:49	.82	:59	.98
:10	.17	:20	.33	:30	.50	:40	.67	:50	.83	:60	1.00

IV CHECKPOINTS

A. Manned checkpoints:

1. You will be timed in as the front wheels of your car pass the in marker, identified by a sign "PCA IN". DO NOT STOP AT THE IN MARKER but continue to the workers to receive your time in and time out. Timing disagreements must be resolved or at least registered with that checkpoint's personnel.
2. You will be given all information necessary to begin the next leg correctly, such as out speed and active route instructions); any numbered route instructions skipped are canceled. DO NOT BLOCK OTHER CONTESTANTS' VIEW OF THE OUT MARKER; DO NOT BLOCK TRAFFIC AT THE OUT MARKER. Begin the next leg at the out marker at your assigned time out.
3. Stopping, creeping, or evasive action within sight of a checkpoint is forbidden, unless required by a route instruction or law. Unless required, such action shall cause you to be assessed a penalty.

B. Do-It-Yourself Checkpoints (DIYCs--unmanned checkpoints):

1. At a DIYC, write your time in or arrival time (in hours, minutes, and hundredths of a minute--not seconds) in the next available TIME IN box on your control card.
2. Your time out is 1.00 minute after your time in.

3. You must write your time in on your control card before you enter the next manned checkpoint, or you will be scored as having missed the DIYC. You may not change your DIYC times after entering that manned checkpoint.
4. EXAMPLE: DIYC at "Stop Ahead". Were you to arrive at this sign at 8:46.75, you would: Write your time in (8:46.75) in the first available TIME IN space on your control card; then write your time out (8:47.75 = 8:46.75 + 1.00 minute) in the first available TIME OUT space on your control card.

	<u>LEG 1</u>	<u>LEG 2</u>	<u>LEG 3</u>
TIME IN	8:35.89	8:46.75	
<u>TIME OUT</u>	<u>8:04.00</u>	<u>8:40.00</u>	8:47.75
ELAPSED	0:31.89	0:06.75	

V SCORING, PENALTIES, AND PROTESTS

- A. Penalties will be assessed as follows:
 1. 1 point for each 0.01 minute early or late at each checkpoint, up to a 500 point maximum penalty per leg or 500 points for each leg involved in missing a checkpoint.
 2. 50 points for stopping, creeping, or evasive action within sight of a checkpoint.
 3. 500 points or disqualification for each instance of unsporting or dangerous conduct.
- B. If you feel there is an error in the rally, you may submit a written protest. Your protest may include the desired corrective action. You will be notified of the decision of the protest committee.

VI DELAYS

- A. Reasonable requests for a time delay may be granted for the following reasons:
 1. Blockage of the rally course--for example, by trains, accidents, cattle, etc.
 2. Stopping to aid another motorist, to give aid at an accident, or to give information to local authorities.
 3. Any other problem you encounter.
- B. Submit your request for a time delay in writing at the next manned checkpoint.

VII ADMINISTRATIVE

- A. All persons participating in the event (drivers, navigators and workers) will sign the appropriate insurance release forms prior to participating in the event.

- B. The insurance certificate will be displayed or be available for inspection at registration.
- C. Participants shall affirm that there is valid and current car insurance for the rally vehicle.
- D. Awards
 - 1. One award for up to three cars in a class. One additional award per two additional cars entered, up to five Awards per class.
 - 2. This is the minimum award depth per class. More awards maybe given at the Event Chairperson’s discretion, if it is done consistently across classes.
 - 3. Separate awards will be awarded for Driver and Navigator.
 - 4. Participation awards are encouraged but are at the Event Chairperson’s discretion.
 - 5. Awards will be presented on the day of the event.
- E. Only PCA members, family members, or affiliate members shall be eligible for the PCA Zone 8 year-end awards. Scoring for year-end awards (class finishing position relative to PCA entrants only):

CLASS FINISH:	1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th	11 th +
POINTS:	20	15	12	10	8	6	5	4	3	2	1

- 1. 20 points are awarded to those who write and put on a Zone 8 rally. 12 points are awarded for working a Zone 8 rally.
- 2. In order to qualify for a year-end award, entrants must compete in at least 35% of the year's Zone 8 rally events in a single class. Writing or working does not substitute for competing in a rally to satisfy the 35% requirements, although the points do count towards a year-end award.
- F. All Zone 8 Rally instructions and courses must be pre-approved by the Zone 8 Rally Chairperson or that person's designated representative.
- G. The Event chairperson shall complete and submit the Post Event Report and submit it within five days of the event. The Post Event Report is available in the RPM or on www.pca.org
- H. The Event chairperson shall appoint an independent safety observer who shall complete and submit the Event Observer Report within ten days of the event. The Event Observers Report is available in the RPM or on www.pca.org
- I. The Event chairperson shall ensure that an Incident Report is completed and submitted as required. An Incident Report should be completed whenever any of the following occur:
 - 1. There is car-to-car contact of any sort, whether or not the damage can be "rubbed out."

2. There is car damage caused by contact with an immovable object which cannot be buffed out. Damage caused by contact with debris does not require a report.
3. There is an incident involving a potential injury or actual injury to a person, even though the previous criteria have not been met.
4. There is a verbal altercation between an individual(s) and an event or Region official.

In the event of bodily injury, an Incident Report should be submitted on the next business day, otherwise, Incident Reports are due within five (5) business days. The Incident Report form is available in the RPM or on www.pca.org

VIII COURSE INSTRUCTIONS

A) DEFINITIONS AND ABBREVIATIONS

at	“In the vicinity of” for course actions (e.g., R, L, STRAIGHT, TURN); “even with” for other actions, including CASTS, pauses, mileages, etc.
CAST	Change Average Speed To or continue average speed of. Execute speed changes when your front wheels are even with the first part of the indicated sign or landmark except when instructed otherwise. Execute speed changes associated with course actions (e.g., R, L, STRAIGHT, TURN) at the apex of the INTERSECTION. All speeds are in miles per hour unless you are instructed otherwise.
checkpoint	A manned or unmanned timing location (See Section IV CHECKPOINTS).
Control	A location along the rally course identified by a sign reading PCA CONTROL at which you are required to stop. (See Section VIII Part D.8.e).
DIYC	Do-it-Yourself Checkpoint--an unmanned checkpoint (See Section IV Part B).
FLR	Follow the LINED ROAD (See lined road definition below & see Section VIII Part C.3.a).
free zone	A portion of the rally where there are no manned checkpoints.
intersection	The joining of two or more eligible rally roads where you could go in more than one direction without making a U-turn.
L	Turn Left at an INTERSECTION--from 10 to 179 degrees.
lined road	A road with one or more lines (or row(s) of dots or center median) separating opposing directions of traffic. At an INTERSECTION where the line (etc.) is broken, the LINED ROAD is the road bearing a line (etc.) which proceeds in the direction most nearly indicated by the line (etc.) before the break.

Opp	Opportunity –an INTERSECTION where you could perform the required action.
Pause	Delay the specified time. Consider the pause at the reference point.
R	Turn Right at an INTERSECTION--from 10 to 179 degrees.
SA	Sign(s) Anywhere (See Section VIII Part D.2).
Signal	An INTERSECTION where your travel is controlled by at least one red, yellow, and green traffic light.
SOL	Sign(s) On Left (See Section VIII Part D.2).
Stop	An official red and white stop sign, which requires you to stop.
straight	Continue in the most straightforward direction through an INTERSECTION.
T	An INTERSECTION having the general shape of the letter T as you approach it from the base.
turn	Either R or L, but in the only direction possible.
WOF	Whichever Occurs First--A two-or-more portion numbered route instruction separated by the word 'or' (See Section VIII Part B.2.b).

B) ROUTE INSTRUCTIONS

- Execute each route instruction at the first possible point satisfying the route instruction and consistent with these Rally Rules. Execute each part of a multiple-part route instruction in the order presented.
- Numbered route instructions:
 - Complete each numbered route instruction, in ascending numerical sequence, before you initiate the next numbered route instruction.
 - Some numbered route instructions may be designated WOF (Whichever Occurs First), and will be separated into two or more portions by the word 'or'. Complete the portion, which you can initiate first, then cancel the other portion(s).
- Lettered route instructions are unnumbered route instructions appearing among the numbered route instructions. Execute a lettered route instruction any time after you complete the preceding numbered route instruction. Complete a lettered route instruction at each occasion until it is cancelled: this may be once, more than once, or not at all. A lettered route instruction may not be re-initiated until it has been completed in its entirety. You might not execute a lettered route instruction before you execute the next numbered route instruction. Cancel a lettered route instruction when you are directed to do so.
- You may receive special route instructions at a manned checkpoint or control. Complete them once as directed.
- Information in parentheses is intended to help you but is not part of the route instruction.

C) COURSE

1. Eligible rally roads are paved and public, except when you are instructed otherwise. Alleys, driveways, entrances to businesses, private roads, and unpaved roads are to be considered non-existent except when you are instructed otherwise, and at the start and finish of the rally. Roads that you can see dead-end within 0.01 mile (about 50 feet--you will not have to make a close decision) are to be considered non-existent.
2. The course through each INTERSECTION is determined by the first item, in the following priority list, that defines only one route:
 - a. Execute a course action (R, L, STRAIGHT, TURN, Follow, etc.) of a numbered route instruction. An R, L, or TURN requires you to travel a course different from the one that you would follow by the first applicable of d and e below.
 - b. Execute a course action (R, L, STRAIGHT, TURN, Follow, etc.) of a lettered route instruction. An R, L, or TURN requires you to travel a course different from the one that you would follow by the first applicable of d and e below.
 - c. Execute a course action (R, L, STRAIGHT, TURN, Follow, etc.) of a special route instruction. An R, L, or TURN requires you to travel a course different from the one that you would follow by the first applicable of d and e below.
 - d. Follow the course as defined in a continuing course- following action (See Section VIII Part C.3).
 - e. Proceed as straight as possible. Do not consider freeway off-ramps to be as straight as possible. Do not apply this 'straight as possible' rule at a T.
3. There are two types of continuing course-following actions:
 - a. Follow the LINED ROAD (FLR): When you are instructed to FLR, this action is complete when the road you are traveling upon is or becomes the LINED ROAD. You must continue to FLR whenever possible, until you execute an R, L, STRAIGHT, TURN, or another Follow.
 - b. Onto: When you have executed an action onto a road by name or number, you must follow that road by name or number whenever possible, until you execute an R, L, STRAIGHT, TURN, or Follow.
4. Do not make a U-turn except when you are instructed to 'U-turn'.

D) SIGNS AND LANDMARKS

1. A landmark is an object along the course such as signal, stop, fire hydrant, Ventura Bl. Each landmark will be indicated in the route instructions without quotation marks. Any term used in Section VIII Part A to define a landmark will be used only in the defined sense.

2. Quotation marks are used in the route instructions to indicate the complete or partial text and/or the illustration(s) on the sign to be used. All quoted signs will be on your right or overhead except when you are instructed otherwise by the use of 'SA' or 'SOL'. Other signs and all landmarks may be anywhere, except as indicated in Section VIII Part D.7.
3. A referenced sign may contain additional text and/or illustrations. The referenced portion will be continuous, with no intervening text skipped. Referenced capitalization and punctuation need not agree with that on the sign. Part of a word, illustration, or number will not be referenced.
4. Partial names may be used in the route instructions to identify landmarks. For example, the landmark WEST TOPANGA CANYON BLVD might appear in a route instruction as TOPANGA, or as CANYON, or as WEST TOPANGA, etc., but not as TOPANGA CYN, nor as CANYON BOULEVARD, nor as WEST CANYON, nor as TOPANGA WEST etc. A road-identification sign with an arrow may be used to identify that road.
5. A single sign will not be used for consecutively numbered route instructions.
6. More than one sign mounted on a common support is considered a single sign.
7. Do not use signs on mailboxes, signs on or attached to vehicles or buildings, or signs painted on the surface of the road or on curbs. Do not use signs or landmarks readable and/or visible only after you pass them.
8. Off Course and emergency signs will contain 'PCA' and one of the following:
 - a. The word NO--You are off course. Return to the previous INTERSECTION and try again.
 - b. An arrow--Follow the arrow, do not execute a route instruction there.
 - c. A route instruction number or letter--Execute the indicated route instruction as near the sign as possible.
 - d. Emergency instructions--Execute them.
 - e. The word CONTROL--Stop to receive instructions from a worker.

