



**2025
Rule
Book**

December 22, 2024

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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 across all regions of the zone.
- To remove the burden from the individual regions for developing and maintaining themselves rules and policies that ensure safety and fairness.
- 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. The staff shall consist of the Zone officers and the chairs.
- 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 – This committee shall provide general guidance to regions hosting zone events. This committee is typically made up of members of the Zone 8 Staff.
- E. Rules Committee – This committee oversees 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 – Jul 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. Not all submissions from the membership will necessarily be accepted by the rules committee and additionally the rules committee is empowered to propose changes of their own. This draft proposal will be placed on the web site for further public review, typically, from Sep 15-Oct 31. Using this proposal and any comments it generates, the committee will then generate the official rule change proposal.

In early November, the official rules proposal will be distributed to the region presidents and posted on the Zone 8 website for final comments. Presidents will vote to approve or reject the proposals, normally in late-November/early-December. The Zone 8 Rules Chair will create the new rules document with all approved changes by mid-December and post it on the Zone 8 website so that Region event organizers and members running in events early the following year will have adequate access to the revised rules.

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 vote. To enter into debate or attempt to modify the proposals at this late stage 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, changes necessitated by external forces (e.g., policy changes imposed by PCA

National), updating facts and details, and clarifications and/or corrections 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 reasons of invalid club membership, misconduct, rule violations, illegal activity, unsportsmanlike behavior, or violating the PCA Code of Conduct. 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 (RPM)
 - Minimum Standards: Rally
 - Minimum Standards: Autocross
 - DE Minimum Standards
 - Event Requirements for Non-Wheel to Wheel Events

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
2025**

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I INTRODUCTION

Summary of Major Changes for 2025:

- Addition of 2025 model cars
- Allow use of factory GT seat punch-out for sub-straps
- DE/TT Pre-tech good for 120 days
- DE/TT can use turn signals for passing wave-bys

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 an all-forward gear competitive driving event in which one vehicle at a time is timed for one or more laps on a clearly defined closed course on a hard surface (this may be a parking lot) with a defined start and finish line. An autocross has an emphasis on handling and agility rather than speed and power. More than one vehicle can be on the course at the same time as long as vehicles do not run in proximity to each other and workers are not put at risk. Passing is NOT allowed.
2. A Drivers Education (a.k.a. Drivers Ed, DE, High Performance Drivers Education, HPDE) Event is defined as an instructional continuous lap-driving event with cooperative passing. These are typically run on a race track. Passing to be permitted as allowed by Section XVI. DE is NOT racing. 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 that is specifically designated as a "TT session" that includes official timing. Points and trophies are allowed. No passing is allowed, otherwise all other DE rules must be followed during the timed runs. As usual, official timing is not allowed during the DE sessions of the event. All DE rules must be followed prior to the beginning of the Time Trial session. Cars must be adequately spaced to avoid bunching up and interfering with each other (one third of a mile separation).

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. 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. Waiver requirements and the JPP program are documented in the Region Procedures Manual (RPM), 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 qualifying 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. Beyond these requirements, Zone 8 rules do not specify rules or procedures for autocross students, each region is free to develop their own. For DE and Time Trial students, see Section VI. For Instructor Procedures see Section VII.
- E. An entrant may drive more than one car. However, they must use the same car throughout an assigned run session. An individual car may only be registered in one class. 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 the car before entering the track. Contrasting background is required for all numbers, regardless of where mounted on the car.

For Time Trial and DE: 8" height minimum, 1" stroke/width minimum and legible at a distance of 100 feet are required for the sides of the car and for the front hood of the car. Alternatively, front numbers may be mounted on the upper right corner of the windshield (from the driver's perspective) with a minimum height of 4 inches. Rear numbers are required with a minimum height of 4 inches.

For Autocross: 6" height minimum, 3/4" stroke/width and legible at a distance of 75 feet are required for sides of the car. Time Trial / D.E. standards are recommended.

- 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 Z)
- 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 Y).
- 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 the rules in this document.
- 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. No other passengers are allowed, including back seat passengers. (Unless participating in a “Track Tour” program, see Section I Part BB.)
- S. Private instructors may be used provided that they and the registered driver conform to all regulations and policies regarding non-registered instructors including, but not limited to, insurance waivers. It is the responsibility of the registered driver to obtain permission from the event chair to bring a private instructor to the event and to ensure that all policies and regulations are followed by the private instructor. Regions may charge an additional entry fee for the privilege of bringing in a private instructor. All private instructors must be approved by the region CDI (See Section VII Part A).
- T. The maximum speed in the paddock area is 10 mph (first gear).
- U. 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.
- V. Cars equipped with Automatic Emergency Braking Systems, Collision Avoidance Systems, Lane Keeping Assistance Systems and similar technologies are not allowed to run in DE or Time Trial events unless these systems can be (and are) turned off, and the systems stay off for the duration of each run session.
- W. Motorcycles, Karts and off-road vehicles (other than stock SUVs) are not eligible to participate in PCA events.

- X. Demonstration rides (“Thrill laps,” “Thrill rides”) are NOT allowed for non-entrants. All demonstration ride options for entrants are described below, in Section I Parts Y through DD. See the PCA Autocross & DE Minimum Standards for more info.
- Y. Demonstration rides are allowed for full entrants. There may be times when a “demonstration ride” by an instructor, in the instructor’s car, is helpful to further enhance the educational process for a student. 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.
- Z. A Taste of Autocross program may be implemented. This allows an entrant, who is not quite ready to be an active student and to commit their own vehicle, to experience the event with an approved instructor, in the instructor’s car. Then entrant must meet all the requirements of other entrants, including signing the waiver, registration, and paying a fee. All necessary safety equipment must be worn.
- AA. A Driver’s Ed Taste of the Track (Track Sampler) program may be implemented. This allows an entrant, who is not quite ready to be an active student and to commit their own vehicle, to experience the event with an approved instructor, in the instructor’s car. The entrant 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 driver’s & student’s meetings, chalk talks, and classroom sessions. 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. Helmets are not required but all clothing requirements must be followed. All occupants will use at least DOT seat belts. 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.
- BB. A Track Tour (Parade Lap) program may be implemented. This allows non-student entrants 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. 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, Karts, 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.

- CC. A DE Intro program may be implemented. The purpose of the "DE Intro" program is to provide entrants an opportunity to experience high performance driving on the track without committing to a full day at a DE event. We understand that some entrants would like to learn more about the PCA DE program, but they are not quite ready to be a full-time DE Student. The DE Intro program allows an entrant to bring his/her car to the track and drive for one driving session just as any other student at the DE event. Regions are encouraged to have special and appropriate pricing for this program if they choose to implement it. The DE Intro program session will be run separately from other run groups. Novice Run Group rules will apply to this session. Passing is allowed in the same passing zones designated for the Novice Run Group. Entrants must be at least eighteen years of age and possess a valid driver's license. They must register for the DE event like any other entrant including the fees associated with this registration. They must attend the drivers meeting and classroom session for the DE Intro group. Like all entrants, the DE Intro driver will drive his/her own car. This car will require a completed Tech Form before the event like every other car participating in the event. The DE Intro driver will be considered a participant of the event, and he/she will be subject to the same rules and regulations as all entrants at the event, including required safety gear for the vehicle's level of Performance Equipment Points.
- DD. A DE Track Experience program may be implemented. This is to allow a potential driver to experience first-hand high performance driving without being behind the wheel. Either the Entrant's car or the Instructor's car can be used, but only the Instructor may drive. The car must pass the Safety Inspection. The Instructor will explain the basics of driving (e.g. car control, the line, dealing with traffic) and explain the event and track rules (e.g. run group format, corner worker stations etc.) and demonstrate hand signals, passing, being passed etc. It is mandatory to maintain speeds appropriate for the beginner run group. All rules must be followed. The Track Experience shall only be run in one "lower" run group, and each entrant may only do one run group session per day. Only three instructors are allowed to provide them each day. The car must have safety flashers on while on the track. Entrants must attend a Region presentation on the purpose, benefits, expectations and risks of DE Participation. Entrant must be aged 18 years or older, have a valid driver's license, pay an entrance fee, and must sign the appropriate insurance waivers. Helmets, required clothing, and required safety equipment for the

vehicle's level of Performance Equipment Points must be used. The purpose of this program is for the entrant to understand what the event entails, not to show how well the instructor can drive.

See Appendix G for a comparison chart of the key points of various Driver's Ed demo programs.

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 shall 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 C they are qualified to run in. Then they must either verify complete compliance with the class restrictions (in the case of Street Stock and Spec classes) or compile total CC Points (in the case of Points Classes). This rule book takes precedence over any other method of classifying a car.

- C. Classes are defined as follows:

1. STREET STOCK CLASSES

The purpose of these classes is to provide a place for cars to participate "as delivered", without need or reason for modification (except for a few tire restrictions). The car must be registered for street use. Safety, reliability, and/or paint/body protection modifications are allowed provided they do not provide **any** performance advantage over a stock vehicle (subject to Tech or Event Chair review).

Placement in these classes is based upon your car year and model. A list of the Street Stock Class Assignments can be found in Section XVIII, Appendix A.

In general, Street Stock is for modern production cars; specifically, for those listed in Appendix A. (Models not listed are not allowed.) As a model ages fewer and fewer examples remain that are unmodified and therefore fit within the Street Stock restrictions. Consequently, once a model hits 20 years old, the Rules Committee will evaluate participation levels with that model car and remove it from the Street Stock classes as appropriate.

Restrictions:

The following are specifically allowed:

- a) Any US Spec factory original equipment, whether stock or optional, for that model and year of car (with the exception of tires as mentioned below). Factory options (not aftermarket products) may be installed after delivery of the vehicle only if they were originally available for that year and model.
- b) Different factory wheels if they were available as a factory option for that model series.

The following are specifically **not** allowed:

- a) Any aftermarket enhancement listed in Section III that is not mentioned in the above list of allowed modifications.
- b) Any N-spec or OEM tire with a tread wear rating of less than 200 or any non-N-spec/OEM tire with a tread wear rating of less than 201. Cars that came from the factory with lower tread wear rating tires must run in CC classes or change to tires that meet the above criteria.
- c) Any tire that is not street legal
- d) Modification to any part of the engine, transmission, or differential, including (but not limited to) airbox, intake system, fuel system, ignition system, ECU, headers, catalytic converters, exhaust, and flywheel.
- e) Any modification to the suspension except if installing a complete factory sports suspension that was available as an option for the specific model and year of the car.
- f) Any modification to the body (including splitters, spoilers, and wings) except those available as an option for the specific model and year of the car.
- g) Reduction of weight by removal or swapping out of any stock components (with the exception wheels and tires as outlined above). However, loose items such as the spare tire, tools, jack, owner's manual, floor mats, and detachable targa roof may be removed (AX only -- roof must be in place for DE/TT).
- h) Any other aftermarket performance enhancement
- i) Any **non-US** Spec factory equipment (e.g. "ROW" suspension components or Euro-spec engines, if different from US-spec).
- j) Installation of aftermarket wheels.
- k) Any factory wheels that were not either standard or a factory option for that model range. Only front wheels may be used at the front of the car. Only rear wheels may be used at the rear of the car.
- l) Installation of tires with dimensions (section width, aspect ratio, and wheel diameter) other than those available from the factory as standard or a factory option for that model range.

2. POINTS CLASSES

Placement in the points classes (CC01-18) is determined by the total of adding together your Base Points, Tire Size Points and Performance Equipment Points. The Base Points for all car models and model years that qualify to run in the points classes can be found in Section XVIII Appendix E. Tire Size and Performance Equipment Points are determined as described in Section III. Determination of a car's CC class can then be used by looking up the total points against the CC Class Points Table in Section XVIII Appendix A. Vehicles not listed in Section XVIII Appendix E may not run in CC01-18 until Base Points are determined and approved by the Zone 8 Rules Committee.

3. OTHER CLASSES

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.

Spec Classes

Porsche models conforming to the Spec class definitions sanctioned by the PCA Club Racing Rules:

- 944 SPEC (SP1, SP2 and SP3)
- 911 SPEC (SP911)
- 996 SPEC (SP996)
- 997 SPEC (SP997)
- Boxster SPEC (SPB)
- Cayman SPEC (SPC)

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.

X

This is an exhibition only class. No Zone 8 award points or trophies are awarded in this class. This class is for factory race cars and exotics such as

the 917, 550 Spyder, 904, 959, Carrera GT, 918 Spyder, and other models not listed in the Base Points chart or that do not fit in the other classes. This is also a class for Porsche replicas and other non-Porsches. Additionally, this class is 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 Z.

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 Zone 8 points or trophies for class X. However, regions may give out event trophies for class X at their own discretion. Also, 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 of the event. Inclusion or exclusion of class X in these competitions is at the region's discretion.

SUV

Taycan

These are "spec" classes for street-legal Cayennes, Macans and Taycans based on North American factory models. These two classes are intended for cars with original equipment, in as-delivered factory condition. Any factory original equipment, whether stock or optional, is allowed, including increases in track and tire width, except that Section XIII Part L requires that all tires must be covered by the fenders. 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 vehicle must be registered for street use.

- D. Women may choose to compete in classes on an equal basis with men; or, alternatively, Ladies versions of the classes are available. This is designated by appending the suffix "L" to any class SS01-10, CC01-18, SUV, Taycan, or Novice.
- E. In the CC classes (only), 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 CC01-18 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. Factory “specialty” variants not listed in the Appendix E Model Chart (e.g. “Turbo Look”, etc.) and Euro/ROW models must start with the US-spec base model and take points for all the factory enhancements that were not available on the US-spec base car (e.g. wider track and Turbo suspension and brakes on a “Turbo Look” car). “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 Q and 10 points for Section III Part U, 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 section width over 205, for both front and rear tire sizes.

Example:

Front tires are 265

Rear tires are 285

$(285-205) + (265-205) = 140$ 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 140-200 | 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 change and/or reprogramming, 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. | Non-stock Exhaust Manifold (installed after cylinder head)/Headers | 5 |
| M. | 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 BB).

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 (if points are not taken per Part D of this section.)

Additionally, entrants may choose to take points according to this part using horsepower measurement instead of by means of Section III Parts D through L.

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

- | | | |
|----|--|----|
| N. | Stock or non-stock Limited Slip, Torsen/Torque-sensing differential, or PTV/PTV Plus | 20 |
|----|--|----|

O.	Non-stock gears and/or ring and pinion that lower the final drive ratio	40
P.	Stock or non-stock PDK Transmission	15
Q.	Non-stock shock absorbers with remote or external reservoirs, or with more than single-mode adjustability.	20
R.	Non-stock shock tower stiffening device	10
S.	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, or PDCC	20
T.	Non-stock springs and/or torsion bars	
	Factory (within model series)	15
	Other factory or aftermarket	30
	Within model series means factory items that were available for the model series of the car. See Appendix B for the model series chart.	
U.	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 Part V of this section.	10
V.	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
W.	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 V.	
X.	Tube framed cars	100
Y.	Non-stock wing, and/or front lip and/or spoiler	
	Factory (within model series)	10
	Other factory (not within model series)	20
	Any Aftermarket (including canards, strakes, and diffusers)	40

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.

Z. Removal or alteration of windshield (other than replacement with lighter weight materials) 60

AA. Brake Upgrades (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

BB. Weight of the car below the base car curb weight:

In cases where the weight of the car is decreased by more than 1.5 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 M).

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 N (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 1.5% allowable reduction that is free of penalty, a value of up to 1.5% of the listed curb weight for the base model should 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.

CC. 944, 964, 986, 993, 996 equipped with a US specification M 030 suspension package or 993 Turbo/4S suspension package (to a 993) or 987 Boxster Spyder and Cayman R suspension package (to a 987) or 981 X73 Sports Suspension (to a 981) (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

DD. Cars equipped with a 968 M030, 718 or 981 Boxster Spyder, or a 991 Speedster performance package (to a 968, 981, 718 or 991 respectively) (springs, struts/shocks, sway bars, standard 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 bars, springs, and brake upgrades over the base model must be taken.) 40

- EE. Stock or non-stock PASM (Porsche Active Suspension Management) package (includes accompanying factory springs, shocks), whether or not activated 20
- FF. Cars equipped with a 996/997/991/992 Turbo/GT2/GT3/911 Sport Classic (exc. 997.2/991/992 GT2RS/GT3RS) or 718/981 Cayman GT4 (exc. 718 Cayman GT4RS) performance package (to a 996, 997, 991, 992, or 718 or 981 Cayman, respectively) (springs, struts/shocks, sway bars, standard brakes, aero) 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/aero components [sway bars, springs, shocks, brakes, or splitters/wing/body components] 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, and brake upgrades over the base model must be taken.) 60
- GG. Stock or non-stock Rear Axle Steering (991, 992 series, Panamera series, 718 series) 10
- HH. Cars equipped with a 997.2/991/992 GT2RS or GT3RS or 718 Cayman GT4RS/718 Boxster Spyder RS performance package (to a 997.2, 991, 992 or 718 Cayman/Boxster respectively) (springs, struts/shocks, sway bars, standard brakes, aero, gearing) 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/aero/transmission components [sway bars, springs, shocks, brakes, splitters/wing/body components, transmission components] are replaced with points-assessed parts, the performance package points assessment may not be taken, and separate a la carte points for any upgrades over the base model must be taken.) 80

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

IV UPDATE/BACKDATE

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 Appendix B, Model Series for Upgrades and Update/Backdate. 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.

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 (RPM), 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) shall collect emergency contact information for entrants, technical inspection forms, and 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

- H. Only designated workers are allowed on course during an AX. Any other person who wishes to enter the driving course area must first secure permission from the Event or Safety Chair, and must wear a club-issued safety vest or equivalent approved by the Event or Safety Chair.
- I. In the event the Autocross venue is subject to broken or degrading pavement, the following procedures should be used to insure fairness for all competitors in timed runs:
 - 1. Inform all participants at the Drivers meeting that due to pavement chunking and potholes, during the course of the event the event organizers may have to modify some portions of the track to maintain driver/car safety.
 - 2. Prior to timed runs, the event organizers shall inspect the track for potholes and further potential chunking, and will determine if any modifications are required. The event organizers shall effect any necessary track modifications in such a manner as to minimize the changes to the track layout and flow.

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, 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 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 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. Driving Experience

- a. 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 region 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 region Chief Driving Instructor.
 - iii. A PCA region 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 region CDI may determine that additional experience in the form of a single PCA DE or TT (or more) be required before the sign-off.
- b. Non-PCA events may be acceptable.
- c. This experience shall be accumulated over a period of at least 6 months, but not more than 24 months.

2. A recommendation by a TT/DE Instructor to move to the “Experienced” category.
3. Approval by the region Chief Driving Instructor or their designee to move to the “Experienced” category.

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.

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.

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.

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 region or zone at their first DE or TT event. This logbook will document their driving qualifications and experience. 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 or region treasurer, as appropriate.
2. Novices may be allowed to run solo on a day-to-day basis, if so authorized by their instructor. 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 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 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 Region 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).

Private instructors must be approved by the region CDI, in addition to being allowed admission to the event by the event chair. Generally speaking, private instructors are those that typically are not from the normal pool of instructor volunteers and/or are not registered attendees of the event. They may or may not charge a fee for instruction rendered.

- 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. Only "upright" course marking pylons are counted for any penalties (any points or DNF penalties). Pylons lying on their sides (pointer or directional cones) are for information purposes only and will not count for penalties. All upright pylons will have the same penalty. The Event Chairperson is responsible for ensuring that participants understand what cones are included as course markers and which are directional. Grid and pre-grid cones may count if that is announced prior to timed runs. Note: The Event Chair should utilize sufficient course marking cones to ensure that it is obvious when a car is on or off course and to ensure fair results among all drivers. Directional cones should not be used instead of or in place of course marking cones if the latter are more appropriate. Directional cones should be in addition to course marking cones.
- 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 may be 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 years' Time Trial events in a single class. Year-end awards will not be given to participants who skip timed runs and only collect DNR points a majority of the time.
- D. A competitor must be a fully registered entrant for at least one full day of the event in order to participate in timed runs for points. 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 an event 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.
- G. In the event there is a tie in total points for a year-end award, the tie shall be broken by determining which driver has won the most events in the year. If there is also a tie for the number of wins, the tie breaker shall go to the driver with the most second place finishes. If there is a tie for wins and number of second place finishes, the tie breaker shall go to the driver with the most third place finishes. This tie breaker procedure shall work its way down the finishing order until the tie has been broken.

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. Any such outbursts may result in all parties involved being penalized.

- 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. DEs and Time Trials shall have at least one EMT trained attendant and an emergency equipped vehicle on site for the duration of the “hot” portion of the event. This is recommended for Autocross.
 - 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 ensure 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. This is true even if the safety equipment is not required by these rules. If it is installed, it must be in compliance with these rules and in accordance to manufacturer's instructions.** The entrant needs to be prepared to show documentation that the installation is within the manufacturer's recommended configurations whenever asked by a tech inspector.

For purposes of installation, if there is any conflict between these rules and the manufacturer's instructions, the manufacturer's instructions shall take precedence. (Always follow the manufacturer's instructions.) As a consequence, that particular device or system may not be in compliance with these rules. For further information see your tech inspector or rules chair.

- 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).

- 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.

5 or 6-point harnesses are allowed at Autocross events, but they are not required.

Also, for Time Trial and DE the same type of restraint system is required for both driver and passenger. 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.

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.

For Time Trial and DE, if a driver uses a 5- or 6-point harness system, he or she will ALSO be required to utilize a head and neck restraint system, commonly referred to as a HANS device. A head and neck restraint device is an integral part

of the harness system. Because the rule of equal restraint always applies, both the driver and passenger will be required to use a head and neck restraint system when using 5- or 6-point harnesses. For autocross, HANS devices are highly recommended when 5 or 6-point harnesses are used.

A head and neck restraint certified as meeting the standards of either SFI 38.1 or FIA 8858 or its successor is required. There is no expiration date for head and neck restraints, but it is recommended that straps are replaced after five years of use.

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. This applies to Time Trial, DE and Autocross; for both driver and passenger.

Racing harnesses are not allowed in vehicles equipped with seats having no headrest or having backrests with integrated headrest and no openings between the backrest and the headrest (e.g. stock Porsche seats). In such seats the shoulder belts will slide off occupant's shoulders during an accident.

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 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. For Time Trial and DE, SFI certified harnesses expire and must be replaced after 2 years; FIA certified harnesses expire and must be replaced after 5 years. The use of expired belts is not allowed. Belt age is measured from the last day of the year of manufacture (Dec 31). All belts must be in good condition and not overly worn, frayed, or stiff.

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.
 - a. For Porsche GT seats, the lap belts of the harness system may be attached to the carbon seat stock mounts. The harness shoulder belts shall be attached to either a properly mounted harness bar or to the roll bar.
7. Shoulder harness mounting that depends on the seat back either for position or support in a crash will not be allowed.
8. Racing harnesses generally require a special sport or racing seat with harness pass-throughs and a mounted harness bar or roll bar to facilitate proper attachment points. Modification of stock seats is not allowed.
 - a. For Porsche GT seats with an existing factory anti-submarine belt punch-out on the passenger seat, it is acceptable to remove the punch-out for installation of an anti-submarine belt per the equal restraints rule. This is the only permissible way to implement an anti-submarine belt for these seats.

See also Section XVIII Appendix F.

Schroth 4-point harnesses will be allowed to be used at DE/TT's on cars with less than 200 Performance Equipment points and at Autocrosses, provided they are installed per the Schroth instructions. These vehicles must be fitted with the original factory seats with which the cars and belts were tested. These belts also have labeling confirming the intended use for specified vehicle models. They are ONLY allowed in the vehicle with which they were tested. These belts must be replaced after five years.

Note: Use of a head and neck restraint device with a 4-point harness is not allowed unless the manufacturer specifically states that the harness is compatible with a head and neck restraint device. The driver is responsible for providing evidence of this approval.

- 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 December 31 of the year after the new rating. (Since ratings are typically released every five years, that means a rating is acceptable for up to 12 years, depending on release date. This is because there may be delays in releasing the new models to the market. For example, a 2010 rating helmet is good until December 31, 2021.) Please note that Snell recommends replacing helmets every five years. 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, 991 and 992 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.

For autocross, open cars with 400 or more Performance Equipment Points that do not have factory roll over protection are required to have a roll bar/cage.

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.

For DE/Time Trial, full roll cages are required for cars without a supportive front windshield. For autocross, a roll bar is acceptable, but a full cage is recommended.

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.

- 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. For all cars with 400 or more Performance Equipment Points, the use of open-ended steel lug nuts is required where lug nuts and wheel studs are fitted. The use of open-ended steel lug nuts is additionally required on all cars using wheel studs that have non-stock wheel spacers fitted, to allow verification of compliance with this section. In these situations, cars with lug bolts should to be converted to wheel studs and lug nuts. The use of studs and open-ended steel lug nuts is encouraged in all cars, especially if non-stock hubs or wheels are fitted. Careful attention must be paid when fitting aftermarket wheels to cars with lug bolts to ensure adequate thread engagement.
- 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. The speed rating of the tire must exceed the speed potential of the vehicle at the specific venue where the event is held. Tire manufacture date must not exceed 8 years old. (ref. Section XIV Tech Inspection).

- L. 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.
- M. 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.
- N. 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.
- O. Doors must remain unlocked and the driver's window must be fully open. If an instructor or student is in the car, both door windows must be fully open. Partially open windows are never allowed. This includes any window which cannot open fully (does not retract completely into the door frame). These windows must be fully closed. In cases of extreme rain, the Event Chairperson may declare and announce that an EXTREME RAIN CONDITION exists and that drivers may choose to drive with their windows fully closed. For Time Trials and DEs the Chairperson shall prescribe procedures for passing signals that ensure that passes are accomplished safely. Drivers are advised that emergency extraction from a vehicle with closed windows may require breaking one or more windows and could delay rescue.
- P. All batteries must be securely mounted. The 914 battery may be relocated.
- Q. 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. 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.
- R. If the sunroof, convertible or removable top is not present, or cannot close over the roll bar or roll cage, in vehicles that require safety harnesses, the use of SFI or FIA approved arm restraints shall be mandatory in lieu of closing the top.
- S. 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 R.
- T. For Time Trial and DE, all vehicles will have functioning brake lights.

- U. 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.
- V. 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.
- W. 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.
- X. 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	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, 991 & 992 Cabriolets (at TT/DE)
200+ Pts:	Fire extinguisher (at TT/DE) 5- or 6-point harnesses and head and neck restraint system are required (at TT/DE) Roll bar or cage is required for Boxster, 996, 997, 991 & 992 Cabriolet (at TT/DE)
400+ Pts:	Roll bar or cage is required for all cars (at TT/DE). Roll bar or cage is required for open cars except Boxster and 996, 997, 991 & 992 Cabriolets (at AX) 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 are required for all vehicle occupants using a 5- or 6-point harness at TT/DE events, and are recommended at AX. Arm restraints are required as per Part R of this section.

- Y. 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.

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

For safety equipment mandated according to class progression (Section XIII Part X), 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 CC01-18 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 X & Y. 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 meets modern specifications. This applies to replicas of historic race vehicles as well.

AA. 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 ensure 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 done at an approved mechanic or repair shop and must be done within 120 days of the event. Event chairs may choose a shorter allowable time period if they feel 120 days is excessive. Any existing pre-tech is invalidated for a car that experiences a mechanical breakdown or is involved in an incident requiring a report, and the car must receive a new, complete tech inspection. Pre-tech is not available or allowed for Autocross.
- E. Final Tech shall be performed within 24 hours of the event at or near the event facility. For pre-tech'ed cars this can simply be a final inspection of helmets, restraints, loose objects, fluid caps, brake lights, battery, lug nuts, etc. For cars that have not been pre-tech'ed this must be a full inspection. At the event chair's discretion, cars with a valid & current club racing log book and a valid pre-tech inspection and being driven by the corresponding club racer can skip final tech for DE/TT if they present the completed tech form and log book to the event registrar.
- F. Before final 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.
- G. 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.
- H. 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, turn signals
- Fire extinguisher (Charge, Mounting)
- Arm restraints, Head & Neck 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)
- Exhaust (mounts, overall condition)

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.

- I. 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.
- 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 event 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. Note: Tech Inspection waivers are not intended to be a means to circumvent manufacturer's instructions, the PCA National DE Minimum Standards, or the PCA National Autocross Minimum Standards. The Tech Inspector and the Event Chair shall carefully weigh the safety considerations before issuing a one-time event waiver.

- L. After passing Tech inspection or receiving a waiver, an event sticker will be placed on the upper left (driver side) corner of the windshield.
- M. 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 superspeedway turns as passing zones (turns on the portion of the track comprised of the oval section of the superspeedway). 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. Entrants must follow track facility rules for passing signals. If facility rules allow, the Event Chair may decide between hand signals and turn signals. The selected method must be used for ALL run groups during the event. The passing signal method should be clearly defined in all event advertising, communications, and driver's meetings. If, due to weather-related or other reasons, the Event Chair chooses to switch protocols during an event, the switch must be made for all run- groups and a mandatory drivers' meeting must be held to notify all drivers of this change.
 3. All passing in the designated areas will be with the use of a signal to direct the passing car safely around the car being passed. All signals must be demonstratively clear, with a separate signal for each car given a pass. It is preferred that the car being passed remains on the driving line allowing the faster car to pass safely. All participants must obey all passing rules set forth at the Drivers meeting.
 4. Turn Signal Protocol: One car per signal. To allow multiple cars to pass, the turn signal must be turned off and on between cars. If a right turn signal is given, the pass shall be taken on the right side of the car being passed; and if a left turn signal is given, the passing car must pass the

slower car on its left side. This must be clearly defined in all Entrant communications and strictly adhered to.

5. **Passing Signal Exceptions:** In the event of cars which do not have working turn signals, the entrant shall always use hand signals with windows down to indicate passing. In the event of cars without working turn signals and with fixed windows, such cars shall visibly move to the side of the track and create an opening for passing vehicles. In the event of drivers who, due to a physical impairment, are unable to use hand signals, they shall always use turn signals. It is required that drivers not following the general passing rules (and their cars) be clearly identified in the Drivers Meeting.
6. **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.
7. **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). Events with 5 or more DE run groups may have up to two expanded passing run groups. Events with 2 to 4 run groups may only have one expanded passing run group.
 - All drivers in an expanded passing run group must be vetted for their skills and judgement to participate in expanded passing. Expanded passing must never occur with novice or medium skilled drivers.
 - All passing must be initiated with a 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 region 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.
8. 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 X.D | - timed lap requirements |
| 4. | Section XII.A | - medical response requirements |
| 5. | Section XII.D.1 | - flag requirements at corner worker stations |
| 6. | Section XIII.A | - seatbelt requirements for entrants |
| 7. | Section XIII.B | - harness & HANS requirements for entrants |
| 8. | Section XIII.D | -face shields or protective goggles |
| 9. | Section XIII.E | - entrant clothing requirements |
| 10. | Section XIII.F | - roll bar requirements |
| 11. | Section XIII.M | - fire extinguisher requirements |
| 12. | Section XIII.Q | - sunroof, convertible and removable or
Targa tops |
| 13. | Section XIII.R | - arm restraints |
| 14. | Section XIII.S | - arm restraints |
| 15. | Section XIII.T | - brake lights |
| 16. | Section XIII.V | -tow hooks |
| 17. | Section XIV.D | - 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, it is recommended that the Time Trial/DE requirement be followed.

XVIII APPENDICES

Appendix A Street Stock Class Assignments, CC Class Points Table & Other Classes

Street Stock Class Assignments

Vehicles not shown here are not eligible for Street Stock Classes.

- SS01: 986 Boxster
- SS02: 986 Boxster S
987 Boxster
987 Cayman
- SS03: 718 Boxster/Cayman (inc. Style Edition)
981 Boxster/Cayman
987 Boxster S/Cayman S
- SS04: 718 Boxster S/Cayman S
718 Boxster T/Cayman T
981 Boxster S/Cayman S
981 Boxster GTS/Cayman GTS
987 Boxster Spyder
987 Cayman R
- SS05: 996 Carrera /Carrera 4/4S (All)
997 Carrera/Carrera 4 (All)
- SS06: 997 Carrera S/Carrera 4S (All)
991 Carrera/Carrera 4 (All)
991 Targa 4
992 Carrera/Carrera 4 (All, 2020-2024)
992 Targa 4
- SS07: 718 Boxster 25 Years
718 Boxster GTS
718 Cayman GTS
718 Boxster GTS 4.0
718 Cayman GTS 4.0
991 Carrera S/ Carrera 4S (All except 50th Anniversary)
991 Carrera T
991 Targa 4S
992 Carrera/Carrera 4 (All, 2025+)
992 Carrera T
996 GT3
996 Turbo/Turbo S
997 Carrera GTS/4 GTS/Speedster

Panamera 4S E-Hybrid (All, 2021+)
Panamera GTS (All, 2021+)
Panamera Turbo (All except S E-Hybrid and Turbo S 2021+)

- SS08: 718 Boxster Spyder
718 Cayman GT4 (exc. GT4RS)
981 Boxster Spyder
981 Cayman GT4
991 911 50th Anniv
991 Carrera GTS/Carrera 4 GTS
991 Targa 4 GTS
991 Turbo (2014-2015)
992 911 Dakar
992 911 Edition 50 Years Porsche Design
992 Carrera GTS (inc. America)
992 Carrera 4 GTS
992 Carrera S/Carrera4S
992 Carrera/Carrera 4 GTS T-Hybrid (All)
992 Targa 4S (inc. Heritage Design Edition)
992 Targa 4 GTS
992 Targa GTS T-Hybrid
996 GT2
997 GT3
997 GT3 RS
997 Turbo/Turbo S
Panamera Turbo S (All, 2021+)
Panamera Turbo E-Hybrid
Panamera Turbo S E-Hybrid (All)
- SS09: 718 Cayman GT4RS
718 Spyder RS
991 911R
991 GT3
991 GT3 RS
991 911 Speedster
991 Turbo/Turbo S/Turbo S Exclusive (2016-2020)
992 911 Sport Classic
992 911 S/T
992 GT3 (inc. Touring Pkg)
992 GT3 RS
992 Turbo/Turbo S
997 GT2
997 GT2 RS
997 GT3 RS 4.0

SS10: Panamera (all except Turbo, Turbo S, Turbo/Turbo S E-Hybrid, 2021+ 4S E-Hybrid and 2021+ GTS)

CC Class Points Table

<u>Class</u>	<u>Points</u>
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:	1050-1149
CC17:	1150-1249
CC18:	1250+

Other Classes

X

SUV

Taycan

Novice (Autocross only)

944 SPEC (SP1, SP2 and SP3)

911 SPEC (SP911)

996 SPEC (SP996)

997 SPEC (SP997)

Boxster SPEC (SPB)

Cayman SPEC (SPC)

SS, CC, SUV, Taycan, & Novice classes are all available as a “Ladies” class by adding the “L” suffix to the class name.

Appendix B Model Series for Upgrades and Update/Backdate

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 T & Y and for Update/Backdate per Section IV.

Model Series only pertains to North American version street vehicles. For the purposes of Performance Equipment points, equipment from a North American street car not within the model series is considered to be “Other factory”. Components from factory race cars are considered to be “Aftermarket”.

356	All
718 Boxster	All except Spyder
718 Boxster Spyder	All
718 Cayman	All except GT4
718 Cayman GT4	All
911/912	1965-1973
911/912	1974-1977
911 Carrera (3.2) ¹	All
911SC ¹	All
911 Turbo	1976-1977
911 Turbo	1978-1979
911 Turbo	1986-89
914	All
924 ²	All except 924S
924S ^a	All
924 Turbo ²	All
928	All
944 ^{3,a}	All
944 Turbo ³	All
964	All except Turbo
964 Turbo	All
968	All
981 Boxster	All except Spyder
981 Boxster Spyder	All
981 Cayman	All except GT4
981 Cayman GT4	All
986 Boxster	All
987 Boxster	All
987 Cayman	All
991	All except GT3, Turbo
991 GT3	All
991 Turbo	All
992	All except GT3, Turbo, GTS T-Hybrid
992 GT3	All
992 GTS T-Hybrid	All

992 Turbo	All
993	All except Turbo
993 Turbo	All
996	All except GT3, Turbo/GT2
996 GT3	All
996 Turbo/GT2	All
997	All except GT3, Turbo/GT2
997 GT3	All
997 Turbo/GT2	All
Cayenne	All
Panamera	All
Macan	All
Taycan	All

Update/Backdate Exceptions:

¹ Update/Backdates between the 1978-1983 911SC and the 1984-1989 Carrera (3.2) are allowed.

² Update/Backdates between the 924 and 924 Turbo are allowed.

³ Update/Backdates between the 944 and 944 Turbo are allowed.

Upgrade Exceptions:

^a Within Model Series Upgrades between the 924S and the 944 are allowed.

Upgrade Example:

Per Section III Part T: 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:

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

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.

PSM "Adjustment Points"

All 991/992/981/718 car models that come with Stability Management (PSM/PSM Sport/ESC) as standard equipment are assigned 10 adjustment points.

GT3 Touring "Adjustment Points"

The 992 GT3 w/ Touring Package that has no rear wing are assigned a 10 point deduction. If a rear wing is installed, the car must be classified as a regular GT3.

Other "Adjustment Points"

Other adjustment points may be 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 (CC01-18) 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
718 Boxster (inc Style Edition)	2017	2025	1988	300	2944	8	9.5	442	25	467	SS03
718 Boxster 25 Years	2022	2022	3995	394	3156	8.5	10.5	546	25	571	SS07
718 Boxster GTS	2018	2020	2497	365	3032	8	10	520	25	545	SS07
718 Boxster GTS 4.0	2021	2025	4000	394	3156	8.5	10.5	545	25	570	SS07
718 Boxster S	2017	2025	2497	350	2988	8	10	506	25	531	SS04
718 Boxster Spyder	2020	2023	4000	414	3206	8.5	11	564	25	589	SS08
718 Boxster Spyder RS	2024	2025	3996	493	3214	8.5	11	665	25	690	SS09
718 Boxster T	2020	2023	1988	300	2976	8	10	443	25	468	SS04
718 Cayman (inc. Style Edition)	2017	2025	1988	300	2944	8	9.5	442	25	467	SS03
718 Cayman GTS	2018	2020	2497	365	3032	8	10	520	25	545	SS07
718 Cayman GTS 4.0	2021	2025	4000	394	3166	8.5	10.5	544	25	569	SS07
718 Cayman S	2017	2025	2497	350	2988	8	10	506	25	531	SS04
718 Cayman GT4	2020	2023	4000	414	3199	8.5	11	565	25	590	SS08
718 Cayman GT4RS	2022	2025	3996	493	3227	8.5	11	661	25	686	SS09
718 Cayman T	2020	2023	1988	300	2976	8	10	443	25	468	SS04
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	

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 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	
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	

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
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	
964 C2	1990	1994	3596	250	3031	6	8	320	0	320	
964 C4	1989	1994	3596	250	3252	6	8	297	0	297	
964 RS America	1993	1994	3596	250	3031	7	8	328	0	328	
964 Turbo	1991	1992	3299	315	3274	7	9	386	0	386	
964 Turbo	1993	1993	3596	360	3274	7	9	443	0	443	
964 Turbo	1994	1994	3596	355	3241	7	9	442	0	442	
968 Cabriolet	1992	1995	2990	240	3241	7	8	293	0	293	
968 Coupe	1992	1995	2990	240	3086	7	8	308	0	308	
981 Boxster	2013	2016	2706	265	2888	8	9	395	25	420	SS03
981 Boxster GTS	2015	2016	3436	330	2965	8	9.5	478	25	503	SS04
981 Boxster S	2013	2016	3436	315	2910	8	9.5	463	25	488	SS04
981 Boxster Spyder	2016	2016	3800	375	2899	8.5	10.5	558	25	583	SS08

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
981 Cayman	2013	2016	2706	275	2888	8	9	409	25	434	SS03
981 Cayman GT4	2016	2016	3800	385	2955	8.5	11	565	25	590	SS08
981 Cayman GTS	2015	2016	3436	340	2965	8	9.5	491	25	516	SS04
981 Cayman S	2013	2016	3436	325	2910	8	9.5	477	25	502	SS04
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	8	9	398	15	413	SS03
987 Boxster S	2007	2007	3387	295	2965	8	9	420	15	435	SS03
987 Boxster S	2008	2008	3387	295	2987	8	9	418	15	433	SS03
987 Boxster S	2009	2009	3436	310	2965	8	9	442	15	457	SS03
987 Boxster S	2010	2012	3436	310	2987	8	9	440	15	455	SS03
987 Boxster Spyder	2010	2012	3436	320	2811	8.5	10	488	15	503	SS04
987 Cayman	2006	2008	2687	245	2866	6.5	8	350	15	365	SS02
987 Cayman	2009	2012	2893	265	2932	7	8.5	379	15	394	SS02
987 Cayman R	2011	2012	3436	330	2855	8.5	10	496	15	511	SS04
987 Cayman S	2006	2007	3387	295	2954	8	9	420	15	435	SS03
987 Cayman S	2008	2008	3387	295	2987	8	9	418	15	433	SS03
987 Cayman S	2009	2009	3436	320	2954	8	9	457	15	472	SS03
987 Cayman S	2010	2012	3436	320	2976	8	9	455	15	470	SS03
991 911 50 th Anniversary	2014	2015	3800	430	3109	9	11.5	600	10	610	SS08
991 911R	2017	2017	3996	500	3021	9	12	714	10	724	SS09
991 Carrera 4 Cabriolet	2013	2015	3436	350	3307	8.5	11	464	10	474	SS06
991 Carrera 4 Cabriolet	2016	2019	2981	370	3417	8.5	11.5	479	10	489	SS06

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
991 Carrera 4 Coupe	2013	2015	3436	350	3153	8.5	11	485	10	495	SS06
991 Carrera 4 Coupe	2016	2019	2981	370	3263	8.5	11.5	500	10	510	SS06
991 Carrera 4 GTS Cabriolet	2015	2016	3800	430	3395	9	11.5	554	10	564	SS08
991 Carrera 4 GTS Cabriolet	2018	2020	2981	450	3451	9	12	575	10	585	SS08
991 Carrera 4 GTS Coupe	2015	2016	3800	430	3241	9	11.5	578	10	588	SS08
991 Carrera 4 GTS Coupe	2018	2020	2981	450	3296	9	12	599	10	609	SS08
991 Carrera 4S Cabriolet	2013	2015	3800	400	3340	8.5	11	520	10	530	SS07
991 Carrera 4S Cabriolet	2016	2019	2981	420	3440	8.5	11.5	534	10	544	SS07
991 Carrera 4S Coupe	2013	2015	3800	400	3186	8.5	11	543	10	553	SS07
991 Carrera 4S Coupe	2016	2019	2981	420	3285	8.5	11.5	557	10	567	SS07
991 Carrera Cabriolet	2012	2015	3436	350	3197	8.5	11	477	10	487	SS06
991 Carrera Cabriolet	2016	2019	2981	370	3307	8.5	11.5	494	10	504	SS06
991 Carrera Coupe	2012	2015	3436	350	3042	8.5	11	500	10	510	SS06
991 Carrera Coupe	2016	2019	2981	370	3153	8.5	11.5	515	10	525	SS06
991 Carrera GTS Cabriolet	2015	2016	3800	430	3296	9	11.5	569	10	579	SS08
991 Carrera GTS Cabriolet	2018	2020	2981	450	3352	9	12	590	10	600	SS08
991 Carrera GTS Coupe	2015	2016	3800	430	3142	9	11.5	595	10	605	SS08
991 Carrera GTS Coupe	2018	2020	2981	450	3197	9	12	616	10	626	SS08
991 Carrera S Cabriolet	2012	2015	3800	400	3230	8.5	11	535	10	545	SS07
991 Carrera S Cabriolet	2016	2019	2981	420	3329	8.5	11.5	551	10	561	SS07
991 Carrera S Coupe	2012	2015	3800	400	3075	8.5	11	560	10	570	SS07
991 Carrera S Coupe	2016	2019	2981	420	3175	8.5	11.5	575	10	585	SS07
991 Carrera T	2018	2019	2981	370	3142	8.5	11.5	519	10	529	SS07
991 GT2 RS	2018	2020	3800	700	3241	9.5	12.5	922	20	942	
991 GT3	2014	2016	3800	475	3153	9	12	652	10	662	SS09
991 GT3	2018	2020	3996	500	3116	9	12	695	10	705	SS09
991 GT3 RS	2016	2016	4000	500	3131	9.5	12.5	695	10	705	SS09
991 GT3 RS	2019	2020	3996	520	3153	9.5	12.5	719	10	729	SS09

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
991 Speedster	2019	2020	4000	502	3230	9	12	676	10	686	SS09
991 Targa 4	2015	2015	3436	350	3395	8.5	11	455	10	465	SS06
991 Targa 4	2016	2019	2981	370	3467	8.5	11.5	473	10	483	SS06
991 Targa 4 GTS	2016	2016	3800	430	3439	9	11.5	549	10	559	SS08
991 Targa 4 GTS	2018	2020	2981	450	3462	9	12	573	10	583	SS08
991 Targa 4S	2015	2015	3800	400	3428	8.5	11	509	10	519	SS07
991 Targa 4S	2016	2019	2981	420	3484	8.5	11.5	528	10	538	SS07
991 Turbo Cabriolet	2014	2015	3800	520	3671	8.5	11	608	10	618	SS08
991 Turbo Cabriolet	2016	2020	3800	540	3671	9	11.5	637	10	647	SS09
991 Turbo Coupe	2014	2015	3800	520	3516	8.5	11	633	10	643	SS08
991 Turbo Coupe	2016	2020	3800	540	3516	9	11.5	663	10	673	SS09
991 Turbo S Cabriolet	2014	2015	3800	560	3693	9	11.5	653	10	663	SS09
991 Turbo S Cabriolet	2016	2020	3800	580	3682	9	11.5	679	10	689	SS09
991 Turbo S Coupe	2014	2015	3800	560	3538	9	11.5	680	10	690	SS09
991 Turbo S Coupe	2016	2020	3800	580	3527	9	11.5	706	10	716	SS09
991 Turbo S Exclusive	2018	2018	3088	607	3528	9	11.5	739	10	749	SS09
992 911 Dakar	2024	2024	2981	473	3552	8	11.5	584	10	594	SS08
992 911 Sport Classic	2023	2023	3745	543	3468	9.5	12	687	10	697	SS09
992 911 S/T	2024	2024	3996	518	3056	9.5	12	740	10	750	SS09
992 Carrera Coupe	2020	2024	2981	379	3354	8.5	11.5	502	10	512	SS06
992 Carrera Coupe	2025	2025	2981	388	3342	8.5	11.5	519	10	529	SS07
992 Carrera Cabriolet	2020	2024	2981	379	3508	8.5	11.5	482	10	492	SS06
992 Carrera Cabriolet	2025	2025	2981	388	3525	8.5	11.5	495	10	505	SS07
992 Carrera GTS Coupe	2022	2024	2981	473	3349	8.5	11.5	617	10	627	SS08
992 Carrera GTS T-Hybrid Coupe	2025	2025	3591	532	3536	8.5	11.5	657	10	667	SS08
992 Carrera GTS Cabriolet (inc. America)	2022	2024	2981	473	3501	8.5	11.5	592	10	602	SS08
992 Carrera GTS T-Hybrid Cabriolet	2025	2025	3591	532	3724	8.5	11.5	626	10	636	SS08
992 Carrera 4 Coupe	2020	2024	2981	379	3460	8.5	11.5	488	10	498	SS06

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
992 Carrera 4 Cabriolet	2020	2024	2981	379	3614	8.5	11.5	469	10	479	SS06
992 Carrera 4 GTS Coupe	2022	2024	2981	473	3452	8.5	11.5	600	10	610	SS08
992 Carrera 4 GTS T-Hybrid Coupe	2025	2025	3591	532	3635	8.5	11.5	640	10	650	SS08
992 Carrera 4 GTS Cabriolet	2022	2024	2981	473	3605	8.5	11.5	577	10	587	SS08
992 Carrera 4 GTS T-Hybrid Cabriolet	2025	2025	3591	532	3821	8.5	11.5	612	10	622	SS08
992 Carrera 4S Cabriolet	2020	2024	2981	443	3641	8.5	11.5	537	10	547	SS08
992 Carrera 4S Coupe	2020	2024	2981	443	3487	8.5	11.5	558	10	568	SS08
992 Carrera S Cabriolet	2020	2024	2981	443	3537	8.5	11.5	551	10	561	SS08
992 Carrera S Coupe	2020	2024	2981	443	3382	8.5	11.5	574	10	584	SS08
992 Carrera T Coupe	2023	2024	2981	379	3254	8.5	11.5	519	10	529	SS07
992 Carrera T Coupe	2025	2025	2981	388	3316	8.5	11.5	523	10	533	SS07
992 Carrera T Cabriolet	2025	2025	2981	388	3505	8.5	11.5	498	10	508	SS07
992 GT3	2022	2025	3996	502	3126	9.5	12	702	10	712	SS09
992 GT3 RS	2023	2025	3996	518	3268	10	13	702	10	712	SS09
992 GT3 w/ Touring Pkg	2022	2025	3996	502	3126	9.5	12	702	0	702	SS09
992 Targa 4	2021	2024	2981	379	3658	8.5	11.5	465	10	475	SS06
992 Targa 4 GTS (inc. 50 years Porsche Design Edition)	2022	2024	2981	473	3653	8.5	11.5	570	10	580	SS08
992 Targa 4S (inc. Heritage Design Edition)	2021	2024	2981	443	3687	8.5	11.5	532	10	542	SS08
992 Targa 4 GTS T-Hybrid	2025	2025	3591	532	3869	8.5	11.5	605	10	615	SS08
992 Turbo Cabriolet	2021	2025	3745	572	3790	9	11.5	657	10	667	SS09
992 Turbo Coupe	2021	2025	3745	572	3635	9	11.5	683	10	693	SS09
992 Turbo S Cabriolet	2021	2025	3745	640	3790	9	11.5	729	10	739	SS09
992 Turbo S Coupe (inc. 911 Turbo 50 Yrs)	2021	2025	3745	640	3636	9	11.5	758	10	768	SS09
993 C2	1995	1998	3596	285	3064	7	9	377	0	377	
993 C2S	1997	1998	3596	285	3064	7	9	379	0	379	
993 C4	1995	1998	3596	285	3175	7	9	364	0	364	

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
993 C4S	1996	1998	3596	285	3175	8	10	375	0	375	
993 Turbo	1996	1998	3596	400	3307	8	10	500	0	500	
993 Turbo S	1997	1998	3596	430	3307	8	10	537	0	537	
996 Carrera 4 Cabriolet	1999	1999	3387	296	3197	7	9	379	0	379	SS05
996 Carrera 4 Cabriolet	2000	2001	3387	300	3197	7	9	385	0	385	SS05
996 Carrera 4 Cabriolet	2002	2004	3596	320	3273	7	9	403	0	403	SS05
996 Carrera 4 Coupe	1999	1999	3387	296	3032	7	9	400	0	400	SS05
996 Carrera 4 Coupe	2000	2001	3387	300	3032	7	9	406	0	406	SS05
996 Carrera 4S Cabriolet	2002	2005	3596	320	3417	8	11	402	0	402	SS05
996 Carrera 4S Coupe	2002	2005	3596	320	3240	8	11	422	0	422	SS05
996 Carrera Cabriolet	1999	1999	3387	296	3075	7	9	394	0	394	SS05
996 Carrera Cabriolet	2000	2001	3387	300	3075	7	9	400	0	400	SS05
996 Carrera Cabriolet	2002	2004	3596	320	3141	7	9	420	0	420	SS05
996 Carrera Coupe	1999	1999	3387	296	2910	7	9	416	0	416	SS05
996 Carrera Coupe	2000	2001	3387	300	2910	7	9	422	0	422	SS05
996 Carrera Coupe	2002	2004	3596	320	2965	7	9	444	0	444	SS05
996 Carrera Targa	2002	2005	3596	320	3119	7	9	422	0	422	SS05
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

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 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	SS06
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	SS06
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	SS06
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	SS06
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	SS06
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

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 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	2013	3800	530	3660	8.5	11	618	0	618	SS08
997 Turbo S Coupe	2011	2013	3800	530	3494	8.5	11	645	0	645	SS08
Panamera	2011	2013	3.6	300	3880	8	9	335	0	335	SS10
Panamera	2014	2016	3.6	310	3902	8	9	347	0	347	SS10
Panamera	2017	2020	2995	330	4001	9	10.5	374	0	374	SS10
Panamera	2021	2023	2.9	325	4222	9	10.5	356	0	356	SS10
Panamera	2024	2025	2894	348	4295	9	10.5	376	0	376	SS10
Panamera 4	2011	2013	3.6	300	4012	8	9	325	0	325	SS10
Panamera 4	2014	2016	3.6	310	4012	8	9	338	0	338	SS10
Panamera 4	2017	2020	2995	330	4079	9	10.5	368	0	368	SS10
Panamera 4	2021	2023	2.9	325	4301	9	10.5	351	0	351	SS10
Panamera 4	2024	2025	2894	348	4374	9	10.5	370	0	370	SS10
Panamera 4 Executive	2017	2020	2995	330	4266	9	10.5	354	0	354	SS10
Panamera 4 Executive	2021	2024	2.9	325	4449	9	10.5	341	0	341	SS10
Panamera 4 Platinum Edition	2022	2024	2894	325	4301	9.5	11.5	359	0	359	SS10
Panamera 4 Sport Turismo	2018	2020	2995	330	4144	9	10.5	364	0	364	SS10
Panamera 4 Sport Turismo	2021	2024	2.9	325	4403	9	10.5	344	0	344	SS10
Panamera 4 E-Hybrid	2017	2020	2894	462	4784	9	10.5	431	0	431	SS10
Panamera 4 E-Hybrid	2021	2024	2.9	455	4967	9	10.5	415	0	415	SS10
Panamera 4 E-Hybrid	2025	2025	2894	463	5016	9	10.5	422	0	422	SS10
Panamera 4 E-Hybrid Exec	2017	2020	2894	462	4960	9	10.5	417	0	417	SS10
Panamera 4 E-Hybrid Exec	2021	2024	2.9	455	5084	9	10.5	406	0	406	SS10
Panamera 4 E-Hybrid Platinum Edition	2022	2024	2894	455	4967	9.5	11.5	423	0	423	SS10
Panamera 4 E-Hybrid Sport Turismo	2018	2020	2894	462	4828	9	10.5	428	0	428	SS10

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
Panamera 4 E-Hybrid Sport Turismo	2021	2024	2.9	455	5004	9	10.5	412	0	412	SS10
Panamera 4S	2010	2013	4.8	400	4101	8	9	415	0	415	SS10
Panamera 4S	2014	2016	3.0	420	4123	8	9	436	0	436	SS10
Panamera 4S	2017	2020	2894	440	4123	9	10.5	471	0	471	SS10
Panamera 4S	2021	2024	2.9	443	4336	9	10.5	457	0	457	SS10
Panamera 4S Exec	2014	2016	3.0	420	4409	9	10	420	0	420	SS10
Panamera 4S Exec	2017	2020	2894	440	4365	9	10.5	448	0	448	SS10
Panamera 4S Exec	2021	2024	2.9	443	4500	9	10.5	442	0	442	SS10
Panamera 4S Sport Turismo	2018	2020	2894	440	4221	9	10.5	462	0	462	SS10
Panamera 4S Sport Turismo	2021	2024	2.9	443	4403	9	10.5	451	0	451	SS10
Panamera 4S E-Hybrid	2021	2024	2.9	552	5004	9.5	11.5	497	0	497	SS07
Panamera 4S E-Hybrid	2025	2025	2894	536	5068	9.5	11.5	483	0	483	SS07
Panamera 4S E-Hybrid Exec	2021	2024	2.9	552	5161	9.5	11.5	484	0	484	SS07
Panamera 4S E-Hybrid Sport Turismo	2021	2024	2.9	552	5042	9.5	11.5	494	0	494	SS07
Panamera GTS	2013	2013	4.8	430	4232	9	10	444	0	444	SS10
Panamera GTS	2014	2016	4.8	440	4244	9	10	454	0	454	SS10
Panamera GTS	2019	2020	4.0	453	4398	9	10.5	459	0	459	SS10
Panamera GTS	2021	2024	4	473	4561	9.5	11.5	471	0	471	SS07
Panamera GTS	2025	2025	3996	493	4639	9.5	11.5	485	0	485	SS07
Panamera GTS Sport Turismo	2019	2020	4.0	453	4464	9	10.5	452	0	452	SS10
Panamera GTS Sport Turismo	2021	2024	4	473	4601	9.5	11.5	467	0	467	SS07
Panamera Platinum Edition	2022	2024	2894	325	4222	9.5	11.5	365	0	365	SS10
Panamera S	2010	2013	4.8	400	3968	8	9	428	0	428	SS10
Panamera S	2014	2016	3.0	420	3990	8	9	450	0	450	SS10
Panamera S E-Hybrid	2014	2016	3.0	416	4619	8	9	389	0	389	SS10
Panamera S Hybrid	2012	2013	3.0	380	4365	8	9	375	0	375	SS10
Panamera Turbo	2010	2013	4.8	500	4343	9	10	496	0	496	SS07
Panamera Turbo	2014	2016	4.8	520	4343	9	10	518	0	518	SS07

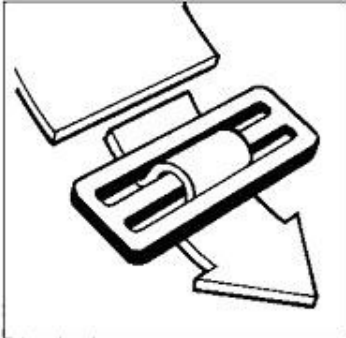
Model	Starting Year	Ending Year	Engine Displacement	HP	Weight	Front Wheel Width	Rear Wheel Width	Raw Pts	Adjustment /Mid-Eng Pts	Base Pts	SS Class
Panamera Turbo	2017	2020	3996	550	4398	9.5	11.5	552	0	552	SS07
Panamera Turbo Exec	2014	2016	4.8	520	4564	9	10	495	0	495	SS07
Panamera Turbo Exec	2017	2020	3996	550	4630	9.5	11.5	527	0	527	SS07
Panamera Turbo E-Hybrid	2025	2025	3996	670	5302	9.5	11.5	565		565	SS08
Panamera Turbo Sport Turismo	2018	2020	3996	550	4398	9.5	11.5	553	0	553	SS07
Panamera Turbo S	2012	2013	4.8	550	4398	9	10	537	0	537	SS07
Panamera Turbo S	2015	2016	4.8	570	4398	9.5	11	566	0	566	SS07
Panamera Turbo S	2021	2024	4	620	4691	9.5	11.5	585	0	585	SS08
Panamera Turbo S Exec	2015	2016	4.8	570	4586	9.5	11	545	0	545	SS07
Panamera Turbo S Exec	2021	2024	4	620	4839	9.5	11.5	569	0	569	SS08
Panamera Turbo S Sport Turismo	2021	2024	4	620	4729	9.5	11.5	580	0	580	SS08
Panamera Turbo S E-Hybrid	2018	2020	3996	680	5093	9.5	11.5	587	0	587	SS08
Panamera Turbo S E-Hybrid	2021	2024	4	690	5280	9.5	11.5	579	0	579	SS08
Panamera Turbo S E-Hybrid	2025	2025	3996	771	5311	9.5	11.5	641		641	SS08
Panamera Turbo S E-Hybrid Exec	2018	2020	3996	680	5313	9.5	11.5	565	0	565	SS08
Panamera Turbo S E-Hybrid Exec	2021	2024	4	690	5412	9.5	11.5	566	0	566	SS08
Panamera Turbo S E-Hybrid Sport Turismo	2018	2020	3996	680	5126	9.5	11.5	584	0	584	SS08
Panamera Turbo S E-Hybrid Sport Turismo	2021	2024	4	690	5311	9.5	11.5	576	0	576	SS08

Appendix F. Sample harness installation diagrams.

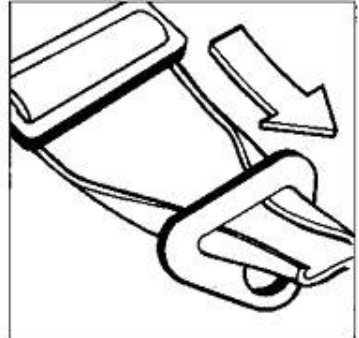
These diagrams are provided as examples only. In all cases harnesses must be installed according to the manufacturer's directions.

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

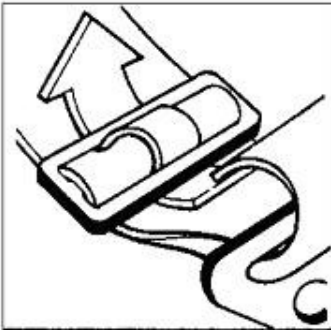
Example 1: How to lace harness straps



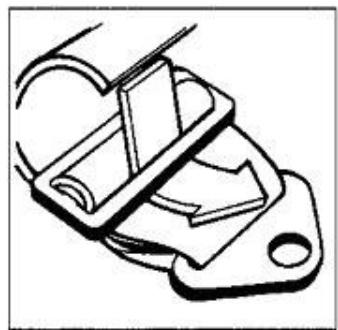
STEP 1: Insert strap through tightening buckle.



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



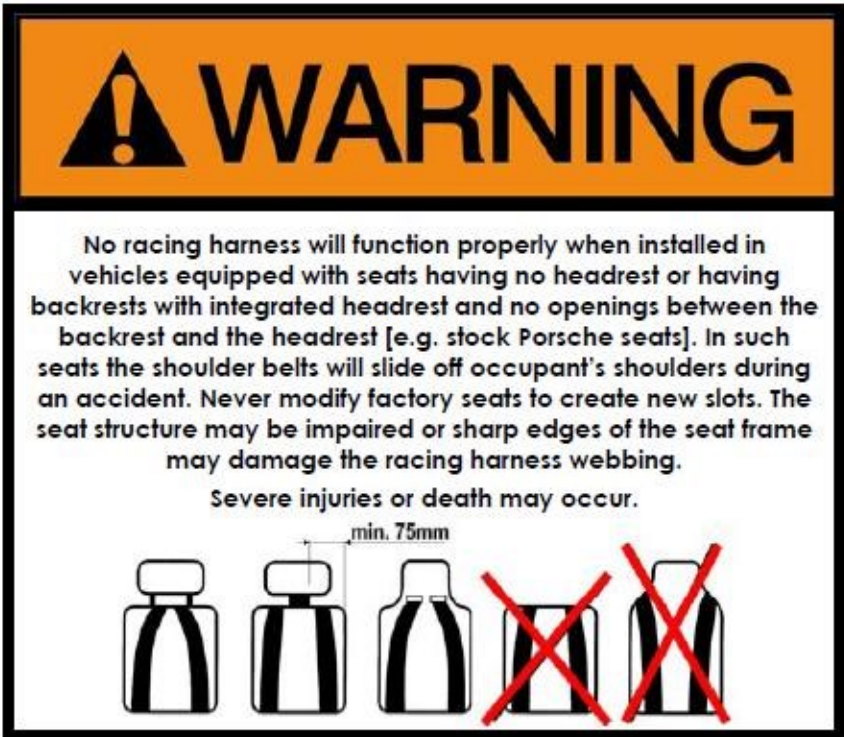
STEP 4: Fold back strap again and insert

Courtesy Simpson Racing Products

Example 2: Size Warning



Example 3: Seat Back Warning



Appendix G. Driver’s Ed Demonstration Options Compared

	DE Demo Ride	DE Taste of the Track (Track Sampler)	DE Intro	DE Track Experience	Track Tours (Parade Laps)
Student Driver Status	Full Entrant	Limited Entrant	Limited Entrant	Limited Entrant	N/A
Where to Drive	One Run Group above Student’s	One Dedicated Run Group	One Dedicated Run Session	Beginner Run Group	Dedicated Run Session
Who Drives	Instructor	Instructor	Student	Instructor	Entrant
Whose Car	Either’s	Instructor’s	Student’s	Either’s	Entrant’s
Helmets Required	Yes	No	Yes	Yes	No
Safety Gear Required	As required by car’s Performance Points	Seatbelts	As required by car’s Performance Points	As required by car’s Performance Points	Seatbelts
Passing Allowed	Yes	No	Yes	Yes	No
Speed Limit	As appropriate	60 MPH Max	As appropriate for a beginner	As appropriate for a beginner	60 MPH Max
Meetings Required	Normal meetings	Normal and Student	Special Meeting	Special Meeting	None
Other	N/A	Cannot combine with any other run group	Cannot combine with any other run group	Must have flashers on, only one session per day, only three instructors per day	Any street legal car, must have pace cars, no instructor



**Concours
Rules
2025**

Contents

- I. Introduction**
- II. Divisions**
- III. Car Classification**
- IV. Judging**
- V. Scoring**
- VI. Awards**

I INTRODUCTION

Summary of Major Changes for 2025:

- Updated Judging School attendance requirements for judges
- Dropped the restriction for judges to only advance one level per year
- Relaxed Head Judge qualification requirements
- Replaced “tutoring” with “mentoring” and gave examples
- Consolidated Classes
- Updated Unrestored date ranges

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. Ruf AG-built automobiles are considered Porsches for event purposes. Collaborations with other manufacturers may not meet this definition and if that is the case, they would therefore be ineligible to compete. Cars qualifying under Section III, Part K of these rules are the exception to the above.

Members use their cars in many different ways and for many specific purposes. The purpose of the 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. Any vehicle is eligible that meets the definition of Porsche above, or that qualifies according to the exceptions in Section III Part K Special Categories. An individual car may only enter one class per event.
- B. For in-state shows, all Street, Unrestored, and Detail & 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. Street, Unrestored, and Detail & 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 K). 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. To increase camaraderie and the entertainment value of the event, 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. Additionally, contests such as Peoples’ Choice, VIP’s/Honorary Judges’ Choice, and PCA Juniors’ Choice are very successful at increasing participation and are therefore encouraged.
- J. All score sheets and entry forms shall be printed on white paper. Vehicle display placards shall be printed on paper in the following colors for ease of recognition:
- Full Concours-Vintage – Red
 - Street-Vintage - Blue
 - Full Concours-Modern – Tan
 - Street-Modern– Lilac
 - Detail & Shine – Green
 - Unrestored - Yellow
 - Special Categories - Orange
 - Display – White
- K. The Event Head Judge has overall responsibility for the judging at the event, including: recruiting judges and creating judging teams; assigning entrant vehicles to judging teams; ensuring that the current judging forms and score sheets are used; and that current rules, standards and practices are being followed.
- L. The Team Head Judge has the overall responsibility for the judging of the cars assigned to the team. They are the primary point of contact for the team with the entrant, the Event Head Judge, and other event staff. They provide guidance to assure that current rules, standards, and practices are being followed; as well as manage and coordinate the judging of the cars assigned to their team.

II DIVISIONS

Concours shall have the following divisions:

- Full Concours-Vintage
- Street-Vintage
- Full Concours-Modern
- Street-Modern
- Detail & Shine
- Unrestored
- Special Categories

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

Judging shall be in the following areas for each division:

	Exterior	Interior	Storage Compartment	Engine	Chassis Half w/o Engine	Chassis Half with Engine
Special Categories	X					
Detail & Shine	X	X				
Unrestored	X	X	X			
Street- Modern	X	X	X			
Street- Vintage	X	X	X	X		
Full- Modern	X	X	X		X	X
Full- Vintage	X	X	X	X	X	X

III CAR CLASSIFICATION

- A. Except as allowed in Section III Part K all entries must have the same basic Porsche engine configuration as originally equipped.
- B. There shall be no combining of classes.
- C. 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 Head Judge 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.

D. FULL CONCOURS-VINTAGE DIVISION

- CV-1 356
- CV-2 911, 912 (1965-1998)
- CV-3 914-4, 914-6
- CV-4 924, 928, 944, 968

E. STREET-VINTAGE DIVISION

- SV-1 356
- SV-2 911, 912 (1965-1998)
- SV-3 914-4, 914-6
- SV-4 924, 928, 944, 968

F. FULL CONCOURS-MODERN DIVISION

- CM-1 Boxster & Cayman (718, 981, 986, 987)
- CM-2 911 Carrera, GT2, GT3 (991,992, 996, 997)
- CM-3 Cayenne, Macan, Panamera, Taycan

G. STREET-MODERN DIVISION

- SM-1 Boxster & Cayman (718, 981, 986, 987)
- SM-2 911 Carrera, GT2, GT3 (991,992, 996, 997)
- SM-3 Cayenne, Macan, Panamera, Taycan

H. The Modern divisions are for the newer models which have an engine compartment that is not as accessible as it has traditionally been in older models. These divisions give these entries a place to compete that is as equivalent as possible to the divisions for the vintage cars while allowing for this difference.

I. DETAIL & SHINE DIVISION

- D&S-1 356
- D&S-2 911, 912 (1965-1998)
- D&S-3 911 Carrera, GT2, GT3 (996, 997, 991, 992)
- D&S-4 914-4, 914-6
- D&S-5 924, 928, 944, 968
- D&S-6 Boxster, Cayman (718, 981, 986, 987)
- D&S-7 Cayenne, Macan, Panamera, Taycan

Detail & Shine division allows for members who have limited time and/or interest to compete with only two (2) judged areas. While any entrant may enter the Detail & Shine division, with the low number of judged areas it is the logical place for beginners, and therefore written and verbal comments from the judges are encouraged to help and assist new participants in preparing their Porsches for Zone 8 Concours competition. This is not to imply that a lesser standard is applied to the Detail & Shine division. All judging is done to the same standards in all divisions. Those with less experience or new to Concours should expect to compete with more experienced entrants.

J. UNRESTORED-DIVISION

UR-1	356
UR-2	911, 912 (1965-1998)
UR-3	911 Carrera, GT2, GT3 (996, 997 2005-2006) <i>Future: 997-2007+</i> <i>991, 992-coming 2032/2040</i>
UR-4	914-4, 914-6
UR-5	924, 928, 944, 968
UR-6	Boxster (986, 987 2005-2006) <i>Future: 987 Boxster 2007+</i> <i>987 Cayman-coming 2026</i> <i>981/718 Boxster & Cayman-coming 2033/2037</i>
UR-7	Cayenne 2003-2006 <i>Future: Cayenne 2007+</i> <i>Panamera-coming 2030</i> <i>Macan-coming 2035</i> <i>Taycan-coming 2040</i>

Unrestored entries are Porsches, a minimum 20 model years old (current model year minus 20 years, Y-20), 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. Only vehicle model, age, and percentages of original paint and interior are considered when qualifying vehicles for the Unrestored divisions and classes. Repairs and modifications that do not affect these are acceptable and permitted. Originality is not required for other areas of the car, and modifications or replacement parts are not penalized. Nothing in this section impacts the judging areas for this division as outlined in Section II.

K. SPECIAL CATEGORIES DIVISION

SC-1 Special Interest, Current Competition, and Limited Production: Factory Exotics and Factory Race Cars

The Special Categories division is intended to accommodate cars which, either because of their unique nature or their use, may not be able to compete on an even footing 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. 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 or, if he or she is unavailable, the event head judge, will make the final determination about its eligibility. They may enlist the advice of event judges.

Note: The other divisions organize the cars by vintage and model for purposes of fairness. By entering this division entrants acknowledge that this is not possible in this division.

1. Special Interest. This includes cars which would normally be entered in the other divisions, but have been so extensively modified from the original stock configuration that they are significantly easier or significantly more difficult to prepare for Concours than the other cars in their “normal” division. Additionally, 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.

Note: Changes such as (but not limited to) aesthetic or cosmetic modifications; door pulls; spoilers & wings; European spec parts; installation of roll cages or bars, racing seats and harnesses, fire extinguishers; routine engine modifications such as substitutions between carburetors and fuel injection systems, muffler swaps, displacement increases and other internal engine modifications; suspension component changes; etc. shall not, by themselves, qualify a car for this class. This list is indicative but not exhaustive. It is not about the modifications or the number thereof, but about the impact the modifications have on Concours preparation.

2. Current Competition. This is for cars that have, within the last 12 months, been driven actively in track competition (such as time trials, DEs or club racing events) and therefore might have a disadvantage compared to a car that is only used on the street or that is a “garage queen.” 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. The entrant must be able to provide documentation of entry into such competitive events within the last year upon request.

Note: Autocross is not considered to be competition for purposes of this class.

3. Limited Production: Factory Exotics and Factory Race Cars. This 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 as well as cars such as the 959, Carrera GT, and 918. Additionally, this class also includes factory race cars such as (but not limited to) any of the 900 series of competition cars including the 904, 906, 917, and 934, and more recently the 911 RSR, GT3 R, GT3 Cup, GT2 RS Clubsport and GT4 Clubsport, etc.; and other racing cars such Formula and Indy cars.

Note: This class does not include the many variants of common production cars, so special editions of production 911s such as anniversary editions and the Club Coupes, the 911R, the 1973 Carrera RS, the RS America, GT3, GT3RS, GT2, GT2RS and Speedsters are not eligible for this class. Similarly, the 1952 America Roadster, Cayman GT4 and Boxster Spyder are also not eligible. This list is not

exhaustive, but merely serves to provide a few examples. In general, model variations of mass production street vehicles are not eligible for this class and must be entered in the divisions and classes containing similar production cars. These cars are considered minor variations for purposes of Concours. This class is only for cars that cannot reasonably fit into the classes of the other divisions.

IV JUDGING:

- A. 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.

More details on judging methods are covered in the Concours Judge's Manual. An additional resource is the Guide to Concours d'Elegance. Both of these are available on the Concours page of the Zone 8 website.

- B. 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 Entry Form. The Entry Form and Score Sheets should be placed on the driver's side of the windshield.
- C. 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 suitable dusting cloth will be permitted. Use of toothbrushes, Q-tips or any other cleaning device or products could result in a three-point deduction assessed by the Event Head Judge.

Entries must be displayed with all exterior parts uncovered. (Example, bras, mirror covers, dust covers, etc. must be removed) 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, owner's choice or any other reason will be given a two-point deduction. Similarly, a two-point deduction will be given if exterior parts are not uncovered or windows are not up at the time a car is judged.

An entrant must have all jacks, spare tires & toolkits in the car ready to be judged. Said items are not to be wrapped in any additional protective covering beyond how they were delivered from the factory at the time the five minute "Light Dusting Only" warning is given. A two-point deduction shall be given to any item that is not ready for inspection at the time the judges walk up to the car to commence judging. This should not be construed to mean that these items must be out of the car and on display at the beginning of judging. They should be left in the original (factory) storage position or location within the car. They only need to be removed if and when a judge requests that they be removed. However, no deductions should be made if they are on display; the judge should just ask that they be moved as necessary.

An entrant must have interior storage compartments (glove box, door pockets, etc.) and their contents ready to be judged. Any item not present when delivered from the factory (owner's manual, etc.) should be removed prior to judging. (The only exception is vehicle registration and proof of insurance are allowed, although discouraged.) Factory materials only need to be removed if and when a judge requests that they be removed. However, no deductions should be made if they are on display; the judge should just ask that they be moved as necessary.

- D. Contestants will be notified, by general announcement, at least five minutes prior to the start of official event judging by the event head judge or Event Chairperson or their designee.
- E. 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.
- F. Each area of the car will be judged for five (5) minutes. Typically, all areas are judged concurrently, except for the one-minute walk-around. For the exterior area, the one-minute walk-around will be counted in the total time. After the walk-around, all compartments (door, trunk, glove box, etc.) as requested will be opened off the clock. Judging then resumes for the exterior and begins for all other areas of the car. The exterior judge is to stop judging at the point where one minute remains for the judging of areas other than the exterior, thus allowing the same time for all areas. (The exterior area gets one minute for walk-around and four minutes for judging.)
- 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 entrant may judge in a class or division at any event in which they have also entered a car in that class or division. In addition, if this person judges in that class or division at any other event during the same season, whether or not they have entered a car in those events, they will be ineligible for year-end awards in that class and division.
- J. Divisions containing over nine 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. No judge may assign a deduction for any finding which lies outside of the judge's assigned area, as listed in Section II and described in the current version of the Concours Judges Manual.

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:

Working as Event Head Judge	100 judging points
Attending a Zone 8 Judging school	100 judging points
Judging at a Zone 8 Concours	100 judging points
Teaching at a Zone 8 Judging School	100 judging points
Mentoring judges at an Event	50 judging points

Point levels for each classification are as follows:

Judge	100 to 499 judging points, including attending at least 1 Judging School
Zone 8 Judge	500 to 999 judging points, including attending at least 1 Judging School
Senior Judge	1000 to 1499 judging points, including attending at least 2 Judging Schools
Master Judge	At least 1500 judging points, including attending at least 3 Judging Schools

Preferably, all judges should have attended at least one judging school before judging at any event.

Each year, any judge newly qualified at the Zone 8 Judge or higher level will be recognized and awarded a name tag by their Region, signifying the achievement.

Any judge with a Zone 8 or higher classification who wishes to be promoted or to maintain their classification must:

A) Attend at least one Zone 8 Judges School every two years.

and

B)

1) Judge at least one event each year and show a car in a judged class at least once every two years

or

2) Judge at least four events every two years

Any judge who fails to do the above will have his or her classification reduced by one level each year these requirements have not been met. A demoted judge will have their old rank restored at the beginning of the next season, if they start judging and showing again in accordance with the rules for the remainder of the current season.

- M. All judges must attend a Concours Judging School at least once every three years or their judging privileges will be suspended.
- N. When there are sufficient volunteers, an Event Head Judge can assign experienced judges as mentors. (This way, judges can earn points for their experience requirements even if they don't get a judging assignment. Of course, if any assigned judges could not attend, those assigned mentoring duties would be available to judge.)

Suggested mentoring might include:

- 1) If the new judge is assigned to a judging team, the mentor could review the areas of responsibility, lead them through what items they need to inspect, remind them to move on if spending too long on one item, and assist with the paperwork. Note: The mentor would not assist in the actual judging.
- 2) If the mentor is assigned to a judging team, the mentees could observe the process. The mentees should be cautioned not to make suggestions but to just watch. Care would need to be taken to ensure the mentees do not interfere, that time limits are respected and that each car is treated equally and fairly as they usually are. Questions would have to be saved for after the judging period is over. After the judging, the mentees could listen in as the judges explained to the entrant what they were looking at and why this or that deserved a deduction. The mentors could also explain the paperwork they are required to fill out.
- 3) When there is sufficient time, prospective or inexperienced judges may enlist a mentor for practical advice on judging at a Concours. Using a sample car, such as the mentor's or the mentee's, the car's condition can be reviewed for its preparation and care, and potential deductions could be discussed. This shall not be performed as a part of actively judging a competition entry in the event.

Mentoring at an event requires a Zone judge or higher as the mentor to earn points. At no time should anybody other than the judge assigned to a team and judging area be making judging decisions, pointing out defects or lack of preparation, assigning deductions, or performing any other judging duties.

- O. To participate in the role of team head judge on a judging team at a Zone 8 Concours a judge should preferably have a "Zone 8 Judge" or higher classification. To be the Event Head Judge at a Zone 8 Concours a judge should preferably be a Master or a Senior Judge.

- P. Judging at a Concours is on an as-needed basis. Attending a Zone 8 Judges School or having a Zone 8 judging title doesn't guarantee that a volunteer will be placed upon the Zone 8 Judges Roster or be utilized by an Event Head Judge at any particular event.

V SCORING:

- A. Individual score sheets will be returned to the entrants immediately after all scores for that Division have been recorded by the scoring team.
- B. 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 II DIVISIONS, 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 II DIVISIONS. 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.
- C. Protests are the formal means to deal with allegations of deliberately ignoring the Concours rules. An informal discussion with the Event Head Judge 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 Head Judge first, and if necessary, approach the other party together. Approaching the other party directly often results in unproductive confrontations. Any such outbursts may result in all parties involved being penalized.

All protests shall be in writing. Written protests shall be filed with the Event Head Judge within 30 minutes of all score sheets being returned for the Division. For this reason, each entry is to remain in place for at least 30 minutes after all of the score sheets are returned for that Division. A protest can be filed only if a Zone 8 Concours Rule has been violated. The written protest must reference that rule. Protests can be made by the Protest Committee or as follows: A) For class trophies, protests may be filed by entrants in that class. B) For division trophies, protests may be filed by those entrants competing for that division trophy.

Protests are not necessary to correct math or other administrative errors in scoring. Bring the issue to the attention of the Event Head Judge.

The Protest Committee will evaluate the facts through various means and make the decision to uphold or deny the protest. Any protest upheld for the division competition may also be applied to the class competition. Cars may even be disqualified for the entire season if circumstances warrant. The ruling of the

Protest Committee may be appealed in writing to the Zone 8 Competition Committee within five days of the protest ruling.

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, and the protest will be denied. Any such protester may have series points or standings withheld or event privileges suspended pending a decision from the Competition Committee.

Any car protested must remain unchanged until the protest is decided. Protests will automatically be upheld for any car that is changed. A protest will automatically be upheld if the driver or owner of a protested vehicle is uncooperative or if the vehicle is unavailable. Cars or entrants unavailable for protest or inspection may have series points or standings withheld or event privileges suspended pending a decision from the Competition Committee.

- D. Should damage occur to a car en route to or while competing at a Zone 8 Concours event, there may be a one-time-only provision made for that damage in order that the car remain competitive in that event. (A waiver will not be issued for the same damage at subsequent events.) This allowance may be instituted under the following conditions:
1. The damage is sufficient that it would prevent the car from being competitive in the event, and is caused by a third party or extreme environmental issue, not the owner, his or her agents or representatives, nor mechanical failure or malfunction, excepting tire failure as noted below.
 2. The car may still proceed safely to the Concours event under its own power or trailered, as provided for in Section I.B., and is also able to proceed to its display location under its own power per Section I.E.
 3. The Event Head Judge must be notified by the affected entrant or a representative on his or her arrival. The deadline for this notification shall be the commencement of the Judges' Meeting, except in the case of damage occurring during the event, in which case the Event Head Judge should be notified immediately.

The affected car shall be examined by the Event Head Judge to determine the scope and area of the damage. The damaged portion of the car, as determined by the Event Head Judge, shall not be judged on any car competing in the same Division in order to maintain equity in the judging process for the event. There shall be no changes in timing or other processes of judging for the event as a consequence of this provision, with the exception that if damage to the car precludes the operation of its horn, lighting, etc. as outlined in Section IV.G., judging of the operation of that specific device shall be excluded from the affected Division. In the event of damage occurring at an event after the commencement the Judges' Meeting or judging of the entrants' cars, such that the excluded areas

have already been judged on other cars, the exclusion of the damaged area may only be made on the affected car.

To be considered for exclusion, damage to a car should be of a nature that due to its significance would completely prevent the car from being competitive in the event. Damage caused by third parties or extreme environmental issues is to be considered for exclusion. Exclusions shall not be made for paint chips due to road conditions or other similar minor, owner-correctable issues, nor shall exceptions be made for owner/representative-caused damage or any mechanical failures or malfunctions, with the exception of tire failure. In the event of tire failure, the failed tire should not be judged if the spare tire is included in the score sheets for the division in which the car is competing. The replacement tire (formerly the spare) should be judged, but damage to the car directly consequential to the tire failure should be excluded, such as damage to the fender, wheel well, suspension components, etc. Should any damage be sufficient to exclude an entire Judging Area (one full score sheet), or if it affects multiple Judging Areas, it may be determined that the car is unable to equitably compete in the event.

The decisions of the Event Head Judge regarding the scope of the damage and its exclusion shall be final and binding to the event. Provision for the same damage may not be commuted, continued, or allowed for any subsequent events in the same or future seasons of Concours competition.

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.

Each Concours will also include awards for "Best of Division" for the overall winners in each division. While multiple trophies are encouraged, regions may award a combined Best of Class/Best of Division award to Division winners.

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

- C. Scores will be based solely on the total points awarded. These point totals will be maintained for Class and Division Year-End Awards.
- D. 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 51% of the Zone 8 Concours events.
 2. Have competed in at least 33% of the Zone 8 Concours events, 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 divisions shall be awarded to the entrant who has competed in at least four of the Zone 8 Concours events and who has the highest total calculated from their best four scores received during the year's competition.

- E. 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.
- F. Service points are only awarded for service actually performed. There are a limited number of tasks and positions available at any given event. It is suggested that entrants be flexible and be willing to do whatever tasks are needed by the Event Chair. Service points will be earned according to the following schedule:

Event chairperson	300 service points
Event head judge	200 service points
Assistant chairperson	100 service points
Event judge	100 service points
Other worker	75 service points

Service points and judging points are different points systems, and the points are awarded and used for different purposes. Service points are used to determine eligibility for year-end awards. Judging points are used to document the level of judging experience and consequently a judge's ranking and title. Therefore, judging at an event accrues both judging points and service points for the individual. However, service points do not count towards judging experience and judging points do not count towards year-end awards.

All service and judging points for an event are documented on the "Zone 8 Service Point Sign In" form. Judges and workers must sign the form at each event to acquire their points. The Z8 Concours Chair will archive the forms to be used to determine year-end awards and judge classifications.



**Rally
Rules
2025**

Contents

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I INTRODUCTION

Summary of Major Changes for 2025:

- Added GPS-Based timing systems
- 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.
 - 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. Rallies typically have several legs. 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. 13 to 17-year-olds may participate (as navigators only) according to the rules of the Junior Participation Program. (They may also ride in the back seat if the appropriate waiver is signed.) Minors under the age of 13 are not allowed either as navigator or as other passengers. Waiver requirements and the JPP program are documented in the Region Procedures Manual (RPM), 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 qualifying 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.
- J. GPS-Based timing systems are allowed. While a specific software application may be required, the hardware equipment for in-car timing must be readily available and should not be limited to one operating system or brand of equipment. The contestants should be able to make sure their equipment is operational prior to the start of the rally.
- K. 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 points. 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.

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 (calculation 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 - Same requirements as Class C, but for beginners, new to the sport. The rallymaster may run the same route instructions as Class C or may optionally provide simplified route instructions (fewer or easier traps) in order to foster their learning of rally skills and to encourage their continued participation in the sport. Participants may only receive a year-end award in Class D once. After winning the annual series once, they must compete in another class.
- E. Class E – Same requirements as Class D, with the following exceptions:
 - 1. Anyone, regardless of experience, may compete in class E.
 - 2. The rallymaster may run the same route instructions as Class D or may optionally provide trapless route instructions (no traps, a "Tour Course"), for this class. (In either case, the course must conform to the Zone-8 rally regulations, as it will count toward the series championship in this class.)

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

The route instructions for classes A, B & C must be identical.

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. An individual entrant may only enter one class per event.

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.

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. GPS-Based checkpoints:

1. GPS Timing and scoring systems use GPS-based technology to record when contestants pass a checkpoint. This checkpoint can either be the start of a leg, the end of a leg, or both. The system will calculate the score for the leg and report it immediately to the contestant and the rallymaster.
2. GPS checkpoint locations may or may not be indicated in the route instructions.
3. Legs can start at a specific location or as soon as one leg ends (the checkpoint is both the end location and the start location). The course instructions may indicate a time of day or a time delay at which to start a leg.

B. 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 manned checkpoint is forbidden, unless required by a route instruction or law. Unless required, such action shall cause you to be assessed a penalty.

C. 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	
TIME OUT	8:04.00	8:40.00	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.
- C. GPS-Based Time Delays: The contestant will enter time delays into the system in real time as needed. Timing increments and maximums will be based on the system used.

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 registration and 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 C).
FLR	Follow the LINED ROAD (See lined road definition below & see Section VIII Part C.3.a).
free zone	A portion of a rally leg where there are no 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.
ODO check	A portion of the rally course of known mileage where the entrant can correlate their odometer readings to those of the rallymaster.
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.
transit zone	A portion of a rally leg where there are no traps and no checkpoints, with a specified end time or duration to complete the section.
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.

5. 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.