

Introduction

The rules and regulations set forth herein are the Porsche Club of America Competition Rules, known as the PCR's. The purpose of the PCR's is to provide for the orderly conduct of all official and unofficial competitive event of the Porsche Parade and to make provisions for participant and spectator safety. Fairness to and among competitors is the goal of the PCR's.

I-1. USAGE

The current PCR's are the official competition regulations for the current Porsche Parade. The General Rules specifically apply to Parade applications and overall Parade operations. The four major competitive events (concours, autocross, rally and technical/historical quiz) are governed by the specific events rules contained within. These rules may also be used for, and are suggested for, conduct of other PCA competitive events, at the discretion of the zones/regions.

I-2. LIABILITY

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. The PCR's are intended as a guide for the sport and are in no way a guarantee against injury or death to participants, spectators, or others.

I-3. PCR COMMITTEE AND FUNCTIONS

The responsibility for developing, maintaining, revising, administering, and enforcing the PCR's is vested in the Porsche Club of America Competition Rules Committee, appointed by the National President and approved by the Executive Council of PCA. The PCR Committee reserves the right to review Parade events and to make any changes deemed necessary.

I-3.1. Pre-Parade Duties

I-3.1.1. Publication of the PCR's. The PCR Committee will publish the PCR's annually, incorporating all approved changes, by December 31st of each year. A copy shall be sent to each regional president and each member of the national staff. Copies will also be furnished to the Parade Committee of the upcoming Parade for distribution (by a variety of means such as hard copy, compact disc, website, purchase, etc.) to Parade entrants. Digital copies shall be in a format that provides security from manipulation.

I-3.1.2. Review of Planning. The PCR Committee, its Chairman, or designated member(s) will review and approve the following:

- (a) Supplemental Parade Regulations, published by the Parade Committee. This may include concours, autocross, rally and/or tech quiz supplementary instructions.
- (b) Appointments to the Parade Protest Committee
- (c) Appointments to the concours judging staff
- (d) Rally route in conjunction with the Safety Chairman and Parade Rally Chair, plus rally general instructions, including penalties. This event cannot begin or continue unless all aspects of the rally are and remain consistent with the PCR Chair/Safety Chair/Parade Rally Chair prior approval.
- (e) Autocross site and course design in conjunction with the Safety Chairman and Parade Autocross Chair, plus the driving event penalties. This event cannot begin or continue unless all aspects of the autocross are and remain consistent with the PCR Chair/Safety Chair/Parade Autocross Chair prior approval.
- (f) Scoring procedures for the four official events.

I-3.2. Parade Duties

The PCR Committee's Parade duties will be discharged by those members of the Committee at the Parade.

I-3.2.1. Protests. At least two members of the PCR Committee will be involved in every decision of a Parade Protest Committee.

I-3.2.2. Administration and Enforcement of Rules. The PCR Committee Chairman and members will be available to:

- (a) Answer questions regarding the PCR's (both before and during the Parade)
- (b) Enforce the PCR's and assist the Parade officials and event chairmen in enforcing the PCR's.

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I-4. PCR REVISION PROCEDURE

I-4.1. Change Requests

Any PCA member may suggest/request any change(s) to the PCR's by making written application to a member of the PCR Committee. Rule suggestions/requests received prior to September 1st will be considered for the following calendar year.

I-4.2. Formulation and Distribution of Proposals

The PCR Committee will meet annually after the Parade at a time and place designated by the PCR Committee Chairman, to consider all comments and to formulate the proposed rule changes. At that meeting, the PCR Committee will review suggestions/requests and other rule changes. Based on this review, a final set of proposed rule changes will be published by October 15th for membership comment. The proposed changes(s) will be shown along with the existing rule(s), when applicable, and the reason(s) for the change(s). Final submission for membership comments based on these proposed changes will be November 15th.

I-4.3. Approval

Approved changes and rules will be submitted to the Executive Council for final review and will be effective for the following calendar year and Parade.

I-4.4. Exceptions

Exceptions to this procedure may be made only if, in the opinion of the PCR Committee, a hardship or an emergency condition will exist due to the existing rule (or lack thereof). Editorial changes for the purposes of administration, clarification and/or correction of errors are not considered changes in the rules

Parade General Rules

G.1. OFFICIAL/UNOFFICIAL COMPETITIVE EVENTS

The Porsche Parade consists of official (concours, rally, autocross, technical/historical quiz) and unofficial/social (art show, gimmick rally, radio controlled cars, etc.) competitive events.

The General Rules set forth herein are for overall Parade operation. Some specifics (generally G-6. through G-11. - safety (tech) inspection, protests, class award numbers) under the General Rules do not apply to the unofficial/social competitive events.

G.2. REGISTRATION

G-2.1. Entry Categories

There will be at least one category of entry: the competitive entry. Competitive entrants will be eligible to enter all official competitive events. Any other category (or categories) of entry and all events in which such entrants are eligible to compete for awards will be identified on the registration form.

G-2.2. Eligible Entrants

Entrants and co-entrants must be 18 or over and must be PCA members in good standing, of any class of membership set forth in the PCA Bylaws. Participants in the Junior Participation Program (JPP) or the College Age Family Program (CAFP) must register as a JPP or CAFPP participant with their sponsoring entrant or co-entrant. They may not register as an entrant or co-entrant. Co-entrants do not have to be affiliated/family members; e.g., two active members, as defined in the Bylaws, may register together provided fees are paid per G-2.7. Non-club members and additional family members may register as guests.

Only entrants, co-entrants and JPP or CAFPP participants may register for the four official competitive events, except that registered children of the entrant or co-entrant, aged 13 through 15, may participate in the technical and historical quiz. Guests are not eligible to compete in the four official competitive events. Each Autocross participant must hold a valid driver's license to drive in PCA events.

G-2.2.1. Junior Participant Program (JPP)

The JPP is a club-wide program for 16 and 17 year olds. Details about this program may be found in the Region

Procedures Manual. For a copy of the RPM, write or call the PCA Executive Office, or see www.pca.org.

G-2.2.2. College Age Family Program (CAFP)

The CAFPP is a Parade specific program. This program allows 18 - 25 year old college students to attend Parade and participate in the events, who, except for their age, would otherwise qualify as JPP participants.

G-2.3. Participants per Automobile

The maximum number of four (4) drivers per automobile will be allowed for the autocross. A maximum of two (2) participants per automobile will be allowed in the rally.

G-2.3.1. JPP Participants

JPP participants may compete in the autocross in the same automobile and the same category/class as their sponsoring entrant or co-entrant, subject to the Junior Participation Program (JPP) guidelines. JPP participants may compete in the rally only as a navigator with the sponsoring entrant or co-entrant driving.

G-2.3.2. CAFPP Participants

CAFP participants may compete in the autocross in the same automobile and the same category/class as their sponsoring entrant or co-entrant. CAFPP entrants may compete in the rally as a driver or navigator.

G-2.4. Registration Requirements

All participants must pre-register for the Parade. Every registrant driving in an event must present a valid driver's license and sign the release form at Parade check-in. Each participant must register using only their membership number, or be a JPP/CAFP participant or guest. Entrants, co-entrants, JPP and CAFPP may only have one entry registration for the Parade. The entrant and co-entrant may register up to one automobile each. The entrant and co-entrant may compete in either automobile jointly or separately. JPP, CAFPP and guests may not register vehicles.

G-2.4.1. Registration Deadlines. All competitive events have specific registration and automobile class change deadlines. Reference event: Concours (C-1.), autocross (A-1.), Rally (R-1.) and Tech Quiz (Q-1.) for specific event deadlines. Final check-in on site at the Parade is required.

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G-2.5. Non-Transferability

Parade registrations are non-transferable.

G-2.6. Eligible Automobiles

Only Porsches may be entered. As specified in the PCA Bylaws, "A Porsche is defined as an automobile body and suspension which is, basically, as manufactured by or designated as a Porsche automobile by Porsche KG, Porsche AG or its successor, 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 Porsche for Parade event purposes. It is the entrant's responsibility, if necessary, to provide documentation to prove the entered automobile is a Porsche. (See Appendix I, Factory Race, Limited Production or Modified, for additional eligible automobiles.)

G-2.6.1. Non-Street Legal Automobiles and Rally.

Automobiles that are not street-legal for street driving may not be registered for the rally.

G-2.6.2. Rally Automobiles. The automobile used in the rally must be a Porsche (as defined above) and must be registered by a Parade participant.

G-2.6.3. Autocross Automobiles. A participant may drive only one automobile in the autocross. The autocross automobile must be a Porsche (as defined above) and must be registered by a Parade participant. Each driver in multiple driver automobiles must run in the same category/class (see A-2.1).

G-2.6.4. Technical Quiz Automobiles. Each participant may take the quiz of his/her choice.

G-2.6.5 Concours Automobiles. Concours automobiles must be a Porsche (as defined above) and must be registered by either the entrant or co-entrant.

G-2.7. Registration Fees

Registration fees are payable as follows:

- (a) Member/Associate Member - An entrant and optional co-entrant may be a PCA member (one person) or a PCA member and his/her designated family/affiliate member (two persons), paying only one fee.
- (b) Unaffiliated Members - An entrant and co-entrant may be two PCA members (neither being the family/affiliate member of the other) registering together. They will pay one registration fee.

(c) JPP, CAFP and guest participants shall pay a nominal registration fee as determined by the Parade Committee.

(d) Beyond the base registration fee, the Parade Committee may also charge additional fees to participate in the four competitive events, for additional automobiles and any other event or activity offered.

G-3. PORSCHE CLUB OF AMERICA COMPETITION RULES (PCR)

A copy of the current PCR's and all supplementary regulations will be made available to all entrants prior to the Parade by the Parade Committee.

G-3.1. Knowledge of Rules

Every entrant shall have knowledge of the current PCR's and agrees without reservation to the consequences resulting from enforcement of the PCR's.

G-3.2. Questions

Questions regarding the PCR's should be directed to a member of the PCR Committee, listed in the registration packet and in the front of this book.

G-3.3. Supplementary Regulations

Entrants must also comply with the supplementary regulations published by the Parade Committee. Supplementary regulations, posted on the PCA website for the Parade, will also be contained in registration packets. Supplementary regulations will be in addition to and not in conflict with the PCR's unless approved by the PCR Committee.

G-3.4. Verbal Instructions

Any verbal instructions from Parade personnel that are in violation of the current PCR's and/or current supplementary regulations shall not be official.

G-4. FAIRNESS

Fairness to all competitors is required. Nothing within the control of the Parade officials shall be done during the course of any event that would create an unfair advantage or disadvantage for anyone, and all reasonable steps shall be taken to assure compliance.

G-5. CAUSES FOR DISQUALIFICATION

The PCR Committee (limited to those members present at the Parade) may at any time during the Parade disqualify any entrant for violation of these rules. The Protest Committee has the same authority in conjunction with protests. The chairmen of the competitive events have the authority to enforce sections G-5.2 through G-5.6 during the conduct of their events.

G-5.1. Unsportsmanlike Conduct

If at any time during the Parade, the PCR Committee judges that an entrant is showing unsportsmanlike conduct or is bending or taking unfair advantage of a rule or rules, that entrant may be disqualified from an event, or from the entire Parade.

G-5.2. Misclassification

It shall be each entrant's responsibility to properly classify himself/herself and the registered automobile(s) for each event entered. Misclassification is cause for disqualification.

G-5.3. Alcohol, Narcotics, Illegal Substances

Any participant may be disqualified from the driving event or rally if found consuming or using or if judged to be under the influence of alcohol, narcotics or dangerous or illegal substances during and at the site of the event. Crewmembers, workers, and Parade officials are likewise prohibited from using or being under the influence of the above substances.

G-5.4. Schedules

Failure of an entrant to be in the proper place at the scheduled time may be cause for disqualification from the concours, autocross, rally, or technical quiz. That is, a tardy entrant may not be allowed to compete in the event for which he/she was tardy.

G-5.5. Unsafe Driving

Irregular, dangerous, or reckless driving during the Parade may be cause for disqualification.

G-5.6. Other Causes

Other causes, applicable only to individual events, are listed under "Competitor's Rules" in the sections concerning those events. (See G-9.5.3 "Automatic Disqualifications" under "Autocross Protests.")

G-6. VEHICLE/DRIVING LAWS**G-6.1. Traffic Laws**

Entrants must strictly adhere to all applicable (state, local, etc.) traffic laws.

G-7. SAFETY (TECH) INSPECTION

Each automobile competing in the autocross must undergo safety inspection before being driven in the event for which that automobile is registered. (See A-5 for autocross driver safety rules.)

G-8. CLASSIFICATION DISPUTES

If an entrant thinks that an automobile has not been properly classified, the entrant may bring this to the attention of a member of the Protest Committee, Competition Event Chairman or designated official who will investigate the problem. If the member of the Protest Committee finds that there is an obvious misclassification, the Committee member will assist in the proper classification for the automobile involved, if possible. This procedure is intended to correct misclassifications without payment of protest fees and/or subsequent disqualification of entrants. If the member of the Protest Committee does not find a violation, the complainant may still file a formal protest. Re-classification must take place as follows:

Concours - Prior to the Start of Judging

Autocross - Prior to Start of the Correct Run Group

Rally - Prior to Leaving the Start Line

G-9. PROTESTS**G-9.1. Right To Protest**

An entrant may protest any decision, act, or omission of the organizers, an official, entrant, or other person connected with the event considered to be in violation of the PCR's or any supplementary regulation published by the Parade organizers. Any entrant participating in any event, including members of the PCR Committee and the Protest Committee, shall have the right to protest.

Protests will be resolved by the Protest Committee.

Entrants are responsible for notifying Parade organizers in the event of a scoring math or timing error. Protests are not needed to correct scoring math or timing errors.

It is expected that protests be reasonable, based on sound evidence, and submitted in a spirit of fairness (See G-4, G-5.1.) If, in the opinion of the protest committee, a 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.

G-9.2. Submission Of Protest

Every protest must be in writing, must describe in detail which PCR or supplementary regulation is considered to have been violated and by whom, must be signed by the protester, and must be accompanied by a protest fee.

G-9.2.1. Protest Fee. Each protest must be accompanied by a fee of \$100.00 cash (no checks). The fee will be

returned only in the event the protest is upheld. However, protests by the PCR Committee and/or the Protest Committee are exempt from the fee. Final safety check inspectors are also exempt from the fee for protests resulting from the performance of duties. All protests of improper action or following of procedures by officials are protestable at no fee, if the improper action or procedure has been brought to the appropriate official's attention and satisfactory corrective action has not been taken. Situations where there is a conflict of interest which may affect results, or where an entrant is unfairly prejudiced may also be protested at no fee, if the appropriate event officials have not satisfactorily responded after the situation has been brought to their attention.

G-9.2.2. Time and Place. Protests must be filed within the time limits established for each event in the following subsections. The time limit may be extended in exceptional cases where a protester can demonstrate that information pertinent to the protest was not available within the time limit. Protests must be filed with the designated personnel in the following locations: Concours - in the score posting area at the event site; Autocross - in the vicinity of the impound area; Rally - in the area for the receipt of the score cards; Tech Quiz - in the area for the receipt of the answer sheets.

G-9.2.3. Protest Committee Procedures. The Parade Protest Committee Liaison will be appointed by the PCR Committee Chair with approval from the Parade Committee Chair. The Parade Protest Committee Liaison is responsible for the organization and management of the Parade Protest Committees. The Liaison will report to the Parade Competition Rules Committee Chair.

Every Protest Committee will consist of five or more qualified members, including two members from the PCR Committee. The Concours Head Judge shall serve, as an advisory member, on the Protest Committee during the concours protest period. The appointees must be approved by the PCR Committee. A member of the PCR Committee serving on the Protest Committee must be involved in every decision of the Protest Committee. The Protest Committee has the right to request the protestor to supplement the written protest with an oral explanation of its basis. Discussions involving a protest shall include all parties as appropriate to the protest.

The Executive Office must provide forms for the filing and logging of protests. The Parade Committee must

provide personnel to receive and log protests. Blank protest forms should be available at the location for receiving protests. Five-part forms are recommended: one for posting, one for the Protest Committee, one for Parade scoring officials, and one copy each for the protestor and protestee. (See Appendix VII.)

The worker who receives protests must also collect fees, log the receipt of the fees, post a copy of the protest in the area designated for the receipt of protests. The disposition (upheld/denied) of the protest will be noted on the posted copy.

All posted protest forms are to be moved to the central headquarters area where the event scores are posted after the event.

G-9.2.4. Protest Committee Decisions

Any Protest Committee decision may include disqualification from the Parade or a Parade event or any lessor penalty as deemed appropriate by the Protest Committee.

G-9.3. Final Authority

The decision of the Protest Committee will be final and no appeal will be allowed. The PCR Committee has the prerogative to review and change any decision of the Protest Committee, provided all members of the PCR committee attending the Parade participate in the review.

G-9.4. Concours Protests

Protests must be filed not later than 30 minutes after the initial results are posted and official score sheets are available for the class in which the protested automobile is entered. No entrant can protest against another entrant's score. Protests that involve subjective judging standards will not be accepted. The results are final at the end of the protest period pending resolution of protest(s). No entrant's automobile may be removed from the concours site until the protest period for that class has expired and all protests resolved.

G-9.5. Autocross Protests.

Protests must be filed not later than 30 minutes after the last automobile in the class enters impound and initial results are posted, except those concerning rubbing tires. See "Rubbing Tire Protests" below (G-9.5.4).

G-9.5.1. Non-Conforming Automobile. Any entrant taking part in the competition may protest any automobile as not conforming to the PCR's. The protester may request that the automobile be disassembled, inspected, or any other test made, provided that the protester posts a

cash bond with the Protest Committee sufficient to cover the total expenses of disassembly, inspection and reassembly. (See G-9.5.3.)

G-9.5.2. Responsibility for Inspection Expense. If the protested automobile is found upon inspection to conform to the PCR's, the protester shall forfeit the bond posted with the Protest Committee and the money shall be used to cover the costs incurred. If the automobile is found upon inspection to be in violation of the PCR's, the protester's bond will be returned, and the entrant/driver of the protested automobile shall stand all expenses and be subject to disciplinary action as the Protest Committee deems proper. (See G-9.5.3.)

G-9.5.3. Automatic Disqualifications. Entrants will be immediately disqualified from the driving event under these circumstances:

- (a) Refusing Inspection - If the entrant or driver of a protested automobile refuses to allow inspection of the automobile under the terms defined in G-9.5.1 and G-9.5.2, he/she will be immediately disqualified. Other penalties, as deemed appropriate by the Protest Committee, may also be imposed.
- (b) Disqualified Automobile - If an automobile is disqualified, both drivers (or all drivers, if family per G-2.3 "Entrants per Automobile") will be automatically disqualified.

G-9.5.4. Rubbing Tire Protests. If an entrant or a final safety check inspector believes that an automobile in a Showroom Stock or Production class has a tire(s) that will rub against the fender, body, or suspension, the protest must be filed BEFORE the protested automobile's timed runs. The surface(s) that are suspected as rubbing points will be marked in a manner agreeable to the protestee prior to runs, and the marked points will be examined by the Protest Committee immediately after the automobile's last run for evidence of rubbing. If evidence of rubbing is found, the automobile and its drivers will be disqualified. A front tire whose inside surface or shoulder lightly rubs the inner surface of the fender well while steering is at full lock is exempt from the rubbing tire protest. If the protestee refuses to allow his automobile to be marked, the automobile and its drivers will be automatically disqualified. Competitors may not protest rubbing tires after timed runs, and automobiles will not be marked after timed runs; however, the Driving Event Chairman and/or the Protest Committee may disqualify an automobile for

rubbing tires after its timed runs per A-5.1 (h) under "Driver Safety."

G-9.6. Rally Protests

Protests concerning a condition existing or occurring on the route of the rally must be filed not later than one hour after the concerned automobile's arrival time at the place where score cards are turned in. No changes other than mathematical corrections will be made in individual scores in the absence of an approved official protest lodged by the complainant. No protests will be allowed on a checkpoint's timing error of 3 seconds or less. Rallyists will be notified on or before rally day of the time and location where official scores will be posted. Following score posting, the Rallymaster or his authorized representative must remain available for one hour to correct mathematical errors. Since final rally scores are not protestable, no protest committee will be available. (See R-11.4.)

G-9.7. Technical Quiz Protests

Protests concerning questions and answers must be filed not later than 30 minutes after the last entrant receives the official answers. If a protest is upheld, all tests with the protested question will be re-scored correctly by substituting the correct answer on the master score sheet and re-scoring tests or by adjusting the scores of affected tests. Either the protests and the disposition (upheld/denied) of each protest will be posted or a copy of the corrected master score sheet will be posted. Official scores posted later in the day are not protestable although mathematical errors are correctable. The Protest Committee will not be available at that time. See Section Q-5.

G-10. SCORING

The scoring procedures used for all official events will have been approved by the PCR Committee.

G-11. AWARDS

G-11.1. Class Awards

Class awards (separate for driver and navigator in the rally) shall be presented in accordance with the following minimum schedule:

Number Participated In Class	Number Of Awards
1-3	1
4-5	2
6-7	3
8-10	4

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11-13	5
14-16	6
17 or more	6 + 10% of excess over 16

(rounded up to nearest whole number)

Comparable awards will be given out across all competitive events as covered by the PCR's.

G-11.2. Concours Awards

In addition to the class awards, the following overall awards will be presented:

- (a) Three Concours d'Elegance Group Awards:
- Restoration Group Award
 - Preservation Group Award
 - Preparation Group Award

Since these are Perpetual Trophies, it will be each recipient's responsibility to return the trophy as requested. The recipients will also receive a permanent award to keep, provided by the Parade Committee.

- (b) Level of Achievement Awards (Restoration Group only) - All automobiles participated in Restoration "Full" will be eligible for PCA Level of Achievement Awards. Awards will be distributed regardless of class finishing position and are based on raw scores.

Gmund (gold): 298 points and above
Zuffenhausen (silver): 295 points to less than 298 points
Weissach (bronze): 292 points to less than 295 points

- (c) Honorary Judges' Choice - Selected from among those Porsches participated in the concours by a panel of honorary judges. A trophy will be given to the automobile so selected.
- (d) People's Choice - Selected from among those Porsches participated in the concours by the Parade entrants. A trophy will be given to the entrant whose Porsche is so selected
- (e) Historic Display Award - Selected as the most popular Porsche from among those in the Historic Display. A trophy will be given to the owner whose Porsche is so selected. The owner need not be a Parade entrant.

G-11.3. Autocross Awards

In addition to the class awards, the following special awards will be presented. Since these are Perpetual Trophies, it will be each recipient's responsibility to return the trophy as requested. The recipients will also receive a permanent award to keep, provided by the Parade Committee.

- (a) Men's Driving Trophy - Awarded to the fastest male driver (official time). This award will be in addition to the first place trophy in the winner's class.
- (b) Women's Driving Trophy - Awarded to the fastest female driver (official time). This award will be in addition to the first place trophy in the winner's class.

G-11.4. Rally Awards

In addition to the class awards, the following special awards will be presented. Since these are perpetual trophies, it will be the recipients' responsibilities to return the awards as requested. The recipients will also receive a permanent award to keep, provided by the Parade Committee.

- (a) Hoffman Rally Trophy - Awarded to the driver of the automobile with the lowest score in the rally.
- (b) Woolery Navigator Trophy - Awarded to the navigator of the automobile with the lowest score in the rally.

G-11.5. Technical Quiz Awards

In addition to the class awards, the following special awards will be presented. Since these are Perpetual Trophies, it will be each recipient's responsibility to return the trophy as requested. The recipients will also receive a permanent award to keep, provided by the Parade Committee.

- (a) Men's Tech Quiz Trophy - Awarded to the highest scoring male entrant in addition to his first place class award.
- (f) Women's Tech Quiz Trophy - Awarded to the highest scoring female entrant in addition to her first place class award.

Concours D'Elegance

Concours d'Elegance is a term denoting a gathering together of automobiles in competition for judging their relative merits in terms of coachwork, design, finish, and appointments.

The Concours is divided into three groups with an award for each group:

- The PCA Concours d'Elegance Award for Restoration
- The PCA Concours d'Elegance Award for Preservation
- The PCA Concours d'Elegance Award for Preparation

PCA members may enter their Porsches in either the Restoration Group, Preparation Group or the Preservation Group. The PCR Committee members can assist entrants in classifying their Porsche for the upcoming Parade Concours.

C-1. REFERENCED RULES

The rules referenced below apply to the concours.

- Eligibility (See G-2.1. through G-2.6.)
- Protests (See G-9.)
- Awards (See G-11.1 through G-11.2.)
- Entrants must complete on-site Parade check-in before the event or they will not be allowed to compete. Entrants requesting classification or classification changes must occur no later than 11AM day before the event starts. (See G-2.4.1.)

C-2. CLASSIFICATION

GROUP/CLASS DESIGNATIONS

Refer to Appendix II, the Concours Organization Chart.

- The chart has three columns, referred to as "groups."
- Within each group are "classes," as many as required, based on the quantity of Parade Concours entries.

The winner of each Restoration/Preservation/Preparation Class will be re-judged for it's Group Award.

(For information about Factory Race, Limited Production, or Modified, see Appendix I.)

C-2.1. Restoration Group

The grouping "restoration" implies that the entered Porsche has been rebuilt, repainted, reupholstered, re-carpeted, trim re-plated, etc. in a comprehensive manner. The paint color need not be the original color but should be period correct* for maximum originality points. The upholstery need not be the original color, fabric, vinyl or leather, but should be period correct* for maximum originality points. The engine and/or transaxle may have been upgraded or replaced entirely, but should be period correct* for maximum originality points. Optional items such as radios, wheels, fog lights, etc. may be added as long as they are period correct* in terms of manufacture, color, finish, style, etc. Porsches that do not fit this description (e.g. not comprehensively restored) do not belong in this group. The Kardex (build data sheet), Certificate of Authenticity or Monroney Label (window sticker) will not be examined by the judges. Exception: if, in the opinion of the judges, there is a question of originality or authenticity of an item, the participant may produce any type of documentation he or she may have at the time of judging to help in the decision process.

*Period correct is defined as the paint color, interior color and fabric, optional equipment and other parts that were available from the factory for that specific year and model range including optional paint and interior colors that could have been ordered.

Reference Judging Standards C-5.1.(a) for further class information.

Classes for Restoration Group

All entrants in this Group are designated "Full" classes. All classes are identified with the suffix "F". For a definition of "Full" see Appendix I. Classes are created from the following classifications, which include Limited Production models where applicable.

RS01F	356
RS02F	914/4 & 914/6
RS03F	911/912 (1965-1973)
RS04F	911/912 (1974-1989; 911/912)

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RS05F	911 (1989-1998; 964/993)
RS08F	924, 944, 968, 928 (1977-1995)
RS14F	Factory Race

All automobiles entered will be eligible for the “PCA Restoration” group award and PCA “Level of Achievement” awards. Level of Achievement awards will be distributed regardless of class finishing position and are based on raw scores.

C-2.2. Preservation Group

The grouping “preservation” implies that the entered Porsche has been maintained in its original condition, with evidence that the automobile has been reasonably used (driven) and not simply stored. A demerit will be given for automobiles that are not driven to the Parade. The Preservation Group has both cosmetic and mechanical connotations. It implies that the entered Porsche has most, if not all, of its original parts and surfaces (at least 75% original factory applied top-side exterior paint, at least 75% original upholstery and at least 75% original carpet). Should the automobile show with less than 75%, (more likely less than 60%), the judge may ask the entrant for further explanation and/or more information. The engine and transaxle must be original with no visible upgrades. Non-standard reproduction parts are subject to demerits (if the judge can tell the part is a reproduction, by definition, it is non-standard).

Reference Judging Standards C-5.1.(b/b.1) for further class information.

Classes for Preservation Group

All entrants in this group are designated “Full.” All classes are identified with the suffix “F” following each class number. Classes are created from the following classifications, which include Limited Production models where applicable.

PS01F	356
PS02F	914/4 & 914/6
PS03F	911/912 (1965-1973)
PS04F	911/912 (1974-1989; 911/912)
PS05F	911 (1989-1998; 964/993)
PS08F	924, 944, 968, 928 (1977-1995)

Note: classes are for automobiles regardless of mileage; judging will adjust for mileage.

All automobiles entered in the Preservation Group will compete using a complete six-component inspection and will be eligible for the “PCA Preservation” group award.

The Kardex (build data sheet), Certificate of Authenticity or original Monroney Label (window sticker) for automobiles in the Preservation Group is required and will be examined by the judges. See Appendix III for instructions for obtaining the build data for your Porsche and samples of acceptable versions of the various documents. Other documents may be used as proof of authenticity if, in the opinion of the judges, such documentation substantiates the automobile’s authenticity. Automobiles without such documentation can be shown but will not be judged. It is recommended that any documented history of the automobile that the owner might have, including date of acquisition, should be available in case any questions that may arise during judging.

C-2.3. Preparation Group

The grouping “preparation” implies the entered Porsche has been maintained similar to original. Judging emphasis is on preparation and cleanliness. Originality will not be judged. The Kardex (build data sheet) or other documentation for the automobile will not be examined by the judges.

Reference Judging standards C-5.1.(c) for further class information.

Classes for Preparation Group

There will be “Full”, “Touring” and “Street” classes. Full classes are identified with the suffix “F”, Touring classes are identified with the suffix “T” and Street classes are identified with the suffix “S” following each class number (i.e. PP05F, PP11T or PP06S). For a definition of “Full,” “Touring,” or “Street,” see Appendix I. All automobiles entered in “Full” will be eligible for the “PCA Preparation” group award.

Classes are created from the following classifications, including Limited Production models where applicable.

PP01x	356
PP02x	914/4 & 914/6
PP03x	911/912 (1965-1973)
PP04x	911/912 (1974-1989; 911/912)
PP05x	911 (1989-1998; 964/993)
PP06x	911 (1999-2012; 996/997)
PP07x	911 (2012-On; 991)
PP08x	924, 944, 968, 928 (1977-1995)
PP09x	Boxster, Cayman (1997-2012)
PP10x	Boxster, Cayman (2013-On)
PP11x	Cayenne, Panamera & Macan (2003-On)
PP12x	Limited Production
PP13x	Modified
PP14x	Factory Race

Note: categories will be available for all classes in either “F” - FULL, “T” - TOURING or “S” - STREET. Replace the “x” in the class designation above with the appropriate category that you will be competing in with your automobile (examples: PP01F (356SC in full), PP11T (Panamera in touring) or PP05S (993 in street))

C-3. PREPARING YOUR PORSCHE

Advance preparation of concours entries is usually made by entrants prior to arrival at the Parade. Final preparations are usually made after arrival at the Parade. (See C-4. (d) “Cleaning.”)

C-4. COMPETITOR’S RULES

- (a) Each automobile must enter the Concours at its designated entry point. Each automobile must proceed to its proper location under its own power, without assistance of any kind. All automobiles must remain in position until the end of the protest period, except that any automobile that is protested during that period must remain until dismissed by the Protest Committee. Each automobile must leave the Concours by its designated exit point.
- (b) Each automobile must be in its assigned display position at the time judging begins.
- (c) Promotional Activities – “For Sale” signs, promotional materials, and/or commercial activities will not be permitted in the display area.
- (d) Cleaning – Last-minute preparation, as defined in the Parade Supplementary Regulations, will be allowed on the display site until judging begins. However, cleaning equipment and supplies (except for light dusting materials), spare parts and un-displayed items will not be allowed in the display area during judging. Contestants will be notified five minutes prior to the beginning of the official judging. Once judging begins (on any automobile), only light dusting of the automobile will be permitted for the duration of the event. Violation of the “light dusting” or “site cleanliness” rules will result in disqualification from the event.
- (e) Assemblies – Each automobile will be displayed as an assembled unit. Parts such as bumpers, tops, hub-caps, etc. must be attached to the automobile in their normal positions.
 - (e.1) Cayman/Boxster's will have their engine covers removed prior to the start of the “light dusting” period (see C-4. (d)) above. This does not include street classes.

- (e.2) 991's will have their engine covers/fan assemblies removed prior to the start of the “light dusting” period (see C-4. (d) above. This does not apply to the street classes.

- (f) Entrant/Judge Interface - An automobile may be shown only by the Parade entrant(s) who shall be the sole interface between the automobile and the judging team. No other individual may assist during the judging period. Entrant(s) must be present at concours and with the automobile during all judging activities. Entrant(s) who are involved in judging or timing/scoring may designate another individual to represent them in this capacity.
- (g) Automobile Numbers – Assigned automobile numbers (center of windshield only) must be in place before entering the concours site and during the event.

C-5. JUDGING

For all groups, no demerits shall be given for properly applied factory recall modifications (the burden of proof of proper application is upon the entrant), or for removal of transportation (e.g. factory to distributor/dealer) protection. Non-original equipment safety items added to the automobile (e.g. aftermarket seat belts, fire extinguisher) shall not be judged.

C-5.1. Judging Standards

- (a) Restoration Group – Judging emphasis is on authenticity of the restoration and on presentation. Restoration implies that the entered Porsche has been repainted, reupholstered, re-carpeted and non-service items such as seals and trim replaced in a comprehensive manner. Non-original parts are subject to loss of points. 50% of the potential points for each item will be assigned to originality/restoration and 50% to presentation of that item. Any item departing from original shall be penalized no more than 50% of the allowed points for that item. If, in the opinion of the judge or judges, there is a part, color, trim, wheel, etc. that is non-original or not period correct, the burden of proof will be on the entrant. The build data sheet or other documentation for the automobile is not required and will not be examined by the judges.
- (b) Preservation Group – Emphasis is on preservation of the automobile, maintained in its original condition. A demerit is to be given for automobiles not driven to the Parade. In addition, judging of automobiles in this group will take into account the overall “utiliza-

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tion” of the Porsche as intended by the Porsche factory. Ownership and preservation of an automobile with reasonable mileage shall be considered superior to an automobile simply “stored” to avoid usual wear encountered from normal use. Proof of authenticity such as Kardex (build data sheet), Certificate of Authenticity or original Monroney Label (window sticker) is required for the automobile to be judged and will be examined by the judges. Other documentation may be used as proof of authenticity if, in the opinion of the judges, such documentation substantiates the automobile’s authenticity. In the case of two automobiles being equal in the opinion of the judges, length of ownership will be considered. The judges rating for the chassis (if judging is requested) will not be altered due to the presence of fresh road dirt or signs of recent use.

- (c) Preparation Group - Primary judging emphasis is on preparation (presentation, cleanliness). Originality is not judged. The build data sheet or other documentation for the automobile is not required and will not be examined by the judges.

C-5.1.1. Judges. Each automobile will be inspected by a team of judges, approved by the PCR Committee. Judges, including the Head Judge, will have had experience on a national or multi-regional level, or the equivalent, as a judge and/or entrant.

C-5.1.2. Inspection of Automobiles

- (a) Restoration/Preparation - The judge may ask that items such as caps, lids, and covers be removed for the purpose of inspection provided no tools are required unless needed to gain specific access to the spare tire or the engine compartment. (The judge may not remove any item from the automobile.) For the Restoration, Preparation or Performance Groups, the following components will be judged:

1. Exterior (Full, Touring, Street Classes)
2. Interior (Full, Touring, Street Classes)
3. Engine (Full, Touring Classes)
4. Storage (Full, Touring Classes)
5. Chassis, Front (Full Classes)
6. Chassis, Rear (Full Classes)

- (b) Preservation Group - The entrant may volunteer to remove caps, lids, covers for inspection by the judges, provided no tools are required unless needed to gain specific access to the spare tire or engine compartment. (The judge may not request such items be removed, nor remove any item from the automobile.) For Preservation Group, the following six components may be judged:

1. Kardex (or other required documentation) and accompanying documentation (data plates, color code plates, etc.)
2. Exterior
3. Interior
4. Engine
5. Storage
6. Chassis

C-5.2. Judging Procedures

The judging procedures are to be described on information sheets provided to Concours entrants at on site Parade check-in.

C-5.2.1. Removal of Caps/Covers/Lids

C-5.2.1.1. Restoration/Preparation Groups. The judge may ask that items such as caps, lids, and covers be removed for the purpose of inspection provided no tools are required unless needed to gain specific access to the spare tire or the engine compartment. (The judge may not remove any item from the automobile.)

- (a.1) Cayman/Boxster's will have their engine covers removed prior to the start of the “light dusting” period (see C-4. (d) previous). This does not apply to the street classes.

- (a.2) 991's will have their engine covers/fan assemblies removed prior to the start of the “light dusting” period (see C-4. (d) previous). This does not apply to the street classes.

C-5.2.1.2. Preservation Group. The entrant may volunteer to remove caps, lids, and covers for inspection by the judges, provided no tools are required. (The judge may not request such items be removed, nor remove any item from the automobile.)

C-5.2.2. Judging Sequence

C-5.2.2.1. Restoration/Preparation Groups. The same team will judge all automobiles in a given division except when a division must be split due to the high number of entries in the division. Each class in the division will be judged in its entirety before beginning inspection of other classes in the division. Each judge operates independently, with responsibility for only one component of the automobile (e.g. interior). Judging teams will not take any lengthy breaks, such as for lunch, during the judging of a class. Teams that have completed judging their Full Concours divisions may also judge classes in Touring and/or Street.

C-5.2.2.2. Preservation Group. The Preservation Group judging process will be primarily a “hands-off” process employing a three or five (based on availability of qualified judges) person team per division, judging each automobile as a focused team, with all judges examining each judging component of each automobile. The same team will judge all automobiles in a given division except where divisions are split or when precluded by time limits.

Example: all judges will, as a team, examine the exterior fit, finish, trim, etc., with discussion as necessary. Then, as a team, they will examine the interior, then the engine, etc., discussing each particular component of the automobile with other judges as necessary during the examination.

The judging time will vary, with a minimum and a maximum time period (based on number of entrants), to judge each automobile. Interaction with the owner (initiated by and terminated by the Team Chief Judge) and examination of the automobile’s documentation are integral parts of the Preservation Group judging process. The time taken for interaction with the owner and for examining the documentation is not to be considered part of the judging time.

C-5.2.2.3. Judging Procedure for Split Classes. When more than one team of judges will be required, due to the large number of entries in a given class, the following procedure will be implemented. The class shall be split amongst the different judging teams. The “best” entries from each portion of the split will be re-judged by a new team of judges that may be composed of judges from each of the previous teams and/or new judges. (Only the sec-

ond set of scoring sheets will be given to the re-judged entrants.) The number of “best” entries from each portion of the split class should be equal to half the number of trophies to be distributed (See G-11.1., Class Awards (e.g., if the total number of entries in the class is 14, six trophies will be awarded; therefore, three entries from each portion of the split class will be re-judged).

C-5.2.3. Last Minute Preparations. The preparations to be allowed on the display site must be determined and rules must be formulated for inclusion in the Parade supplementary regulations. The supplementary regulations shall also include instructions regarding the removal of cleaning paraphernalia and spare parts from the display area, including any related time limitations and the identification of any storage area, if provided, for contestants who do not have a safe place to store such items.

C-6. SCORING**C-6.1. Forms**

Entrants are responsible for bringing the concours forms furnished at the on site Parade check-in to the event. The forms will include a display card, a Master Score Sheet, and detailed score sheets. An announcer’s card may also be provided. Entrants should complete all applicable portions of the forms before judging begins. Official score sheets, or reasonable copies thereof, shall be returned to each entrant. Samples of the score sheets that must be used are in Appendix IV.

C-6.2. Tied Scores (Restoration Group/Preparation Group)

Tied scores will be broken by comparing the tied automobile’s scores for each of the following areas:

- (1) Highest of raw exterior score
- (2) Highest of raw interior score
- (3) Highest of raw engine score
- (4) Highest of raw storage score
- (5) Highest of raw chassis front score
(full Concours only)
- (6) Highest of raw chassis rear score
(full Concours only)

The automobile winning the most judging areas will be awarded the higher finishing position. In the event a tie

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still exists, scores for each of the judging areas will be compared in the order listed above. The first automobile having the highest score on the first judging area at which the scores differ will be awarded the higher finishing position. If a tie still remains, duplicate awards will given.

C-6.3. Posting of Scores

Concours scores shall be posted at the event site within one hour after all properly completed score sheets for each class has been received by Scoring. Copies of official score sheets shall be returned only to the entrant at time of posting. The results of the judging shall not be disclosed by the organizers and/or judges to any other competitor.

The Group Award judging will begin after all class competition scores are posted, copies of each entrant's score sheets have been returned and after completion of the protest period. (See G-9.4. "Protests.")

Autocross

The Parade driving event will be an autocross. It will be an all forward motion, skill autocross with a rolling start and finish. Automobiles will be timed while driving a course laid-out on a paved area. Safety will be of paramount importance in the design and conduct of the event.

A-1. REFERENCED RULES

The rules referenced below apply to the autocross.

- (a) Eligibility. (See G-2.1. through G-2.6.)
- (b) Protests. See G-9.
- (c) Awards. See G-11.1. and G-11.3.
- (d) Entrants must complete on-site Parade check-in before the event or they will not be allowed to compete. Entrants classification or classification changes must occur no later than the day before the event starts. (See G-2.4.1.)

A-2. CLASSIFICATION

Drivers are responsible for properly classifying their automobiles. Refer to G-5.2. "Misclassification", G-3.2. "Questions", and G-9.5.3. (b) "Automatic Disqualifications".

A-2.1. Categories

There are four categories of classes – Showroom Stock, Production, Improved and Modified. Categories are related to automobile configuration.

The Showroom Stock (S) Category contains classes of automobiles as normally delivered and specified for use in the United States and Canada. Factory options as normally available for a specific model year are permitted. Certain factory and/or dealer installed equipment/ options will move an automobile out of S and into Production or higher as specified in the Modifications Allowed List (Appendix V) table so as to maintain the intent and integrity of the Showroom Stock classes.

The Production (P) category contains automobiles (as normally delivered to the United States and Canadian public through authorized sales outlets of the manufacturer) plus others with limited performance-affecting changes from stock.

The Improved (I) category contains automobiles with more substantial performance-affecting changes from standard (stock) specification, whether changed by the factory, dealer or owner. These modifications have defined limits. These automobiles are classed according to their number of cylinders and actual displacement.

The Modified (M) category contains automobiles that have performance-affecting modifications outside of the limits of the Improved category and for race automobiles (factory-built or otherwise). These automobiles are classed according to their specified number of cylinders and actual displacement.

A-2.2. Classes

Each category is divided into classes, grouping automobiles with similar performance potential. Each class is divided into separate men's and ladies' groups for scoring purposes. Classes prefixed with "S" are for Showroom Stock, those with "P" are Production Classes, those with "I" are Improved Classes and those with "M" are Modified Classes. Men's and Ladies classes are designated with a suffix "M" or "L" respectively as appropriate for each class as designated in the Class Chart below (example: S01M, P08L or M04M).

Showroom Stock classes are available for a limited number of recently manufactured automobiles. Those automobiles exceeding the Showroom Stock class allowances, not listed in Showroom Stock or not considered factory race cars are considered Production automobile models and are initially assigned to a Production class. Those individual automobiles with significant modifications are "progressed" into classes with higher performance potential. Modifications are discussed under "Category Progression" below. The numerical assignments of the classes do not necessarily indicate relative performance potential between classes. Factory and non-factory race cars are considered modified and are classed by the number of cylinders and actual displacement.

These classes, plus those reserved exclusively for progressed cars, are presented in the Class Chart. For the purpose of automobile classification, factory options as normally delivered for a specific automobile and/or model year are permitted. Certain factory and/or dealer installed equip-

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ment/options will move the automobile out of the Showroom Stock or Production Categories. This includes R-rated tires even if they were on the automobile as delivered. However, those dealer and factory options that are not considered to improve performance are allowed in the Showroom Stock and Production classes (i.e., trim packages, air-conditioning, etc.). Showroom Stock automobiles, delivered from the factory with tread wear of less than 140, may run in their respective Production Category classes. These automobiles must run the N-spec tires specified by Porsche for that year and model and have no additional alterations or modifications. Showroom Stock or Production classes are also the starting point in the determination of final classification of the automobiles that have been changed from stock. Production based “racing” automobiles will be classed according to their initial car type and the modifications they have as specified in these rules.

If an automobile is not a United States-specification automobile, the entrant must be able to prove that the automobile is equivalent to the respective Production automobile (as delivered to the United States public through authorized sales outlets of the manufacturer) to qualify for Production classification or equivalent to the respective Improved automobile to qualify for Improved classification; otherwise the automobile will be classified in the Modified category. DOT and/or EPA Certification alone do not make an automobile equivalent to a U.S. specification automobile for the purposes of the PCR's.

CLASS CHART

A-2.2.1. Showroom Stock Category

- S01: 968 (1992-1995), All
911 Carrera 2 (964: 1990-1994), All
Carrera 4 (964: 1989-1994), All
RS America (1993-1994)
- S02: Boxster (986:1997-2004), All
except Boxster S
- S03: Boxster S (986: 2000-2004), All
- S04: Boxster (987: 2005-2012), All
except Boxster S/Boxster Spyder
Cayman (2006-On), All
except Cayman S/Cayman R
Boxster (981: 2013-On), All
except Boxster S (981: 2013-On), All
- S05: Boxster S (987: 2005-2012), All
except Boxster Spyder
Cayman S (2006-On), All
except Cayman R
Boxster S (981 :2013-On), All
- S06: 911 Carrera (993: 1995-1998), All *except* Turbo
- S07: 911 Carrera (996: 1999-2005), All
except 996 Turbo/GT2/GT3
- 911 Carrera 2/4 Turbo (965: 1990-1994)
- S08: 911 Carrera (997: 2005-On), All
except 997 Turbo/GT2/GT3
997S (2005-2009) without X51
911 Carrera (991: 2012-On), All *except* 991S
993 Turbo, All
- S09: 911 Carrera (997S: 2005-2009) with X51, All
997S (2010-On), All
997 GTS/Speedster (2010-On), All
996 Turbo, All *except* 996 GT2
991S (2012-On), All
Boxster Spyder (2010-On), All
Boxster GTS (2014-On), All
Cayman R (2011-On), All
Cayman GTS (2014-On), All
Cayman GT4 (2015-On), All
- S10: 911 Carrera 996/997 GT2 (2002-On), All
996/997 GT3 (2004-2013), All
911 Turbo (997: 2006-2013), All
991 GT3 (2014-On), All
991 Turbo (2014-On), All
Carrera GT (980: 2004-2005), All
918 (2014-On), All
- S11: Cayenne, All
Cayenne S (2003-2010), All
except GTS/Transsyberia
Panamera (2011-On), All
Cayenne Hybrid (2011-On), All
Cayenne Diesel (2013-On), All
Macan (2014-On), All *except* Turbo
Macan Diesel (2014-On), All
- S12: Cayenne GTS/Transsyberia, All
Cayenne S (2011-On), All
Cayenne Turbo (2003-On), All
Panamera S (2011-On), All
Panamera Turbo (2011-On), All
Panamera Hybrid (2012-On), All
Panamera GTS (2013-On), All
Macan Turbo (2014-On), All

A-2.2.2. Production Category

- P01: 356, All
912/912E, All
- P02: 914/4, All
924, All
- P03: 924S 2.5, All
924 Turbo (931), All
944, All
944S, All
- P04: 944 Turbo (951), All
944S2, All
968, All; 928, All

- P05: 911 (1965-1971), All
914/6, All
- P06: 911 (1972-1977), All
- P07: 911SC (1978-1983), All
- P08: 911 Carrera 3.2 (1984-1989), All
911 Speedster (1989)
- P09: 911 Carrera 2 (964: 1990-1994), All
911 Carrera 4 (964: 1989-1994), All
American Roadster, All
RS America (1993-1994), All
911 Carrera (993), All
911 Turbo (1976-1989), All
- P10: 911 Carrera (996), All *except* Turbo/GT2/GT3
997 (2005-On), All *except* 997S/Turbo/GT2/GT3
911 Carrera 991 (2012-On), All *except* 991S
911 Turbo (965 & 993: 1990-1998)
- P11: 911 Carrera (997S: 2005-On), All
997 GTS/Speedster (2010-On), All
911 Turbo (996: 2001-2005) *except* 996 GT2, All
991S (2012-On), All
Boxster Spyder (2010-On), All
Boxster GTS (2014-On), All
Cayman R (2011-On), All
Cayman GTS (2014-On), All
Cayman GT4 (2015-On), All
- P12: 911 Carrera 996/997 GT2 (2002-On), All
996/997 GT3 (2004-2013), All
911 Turbo (997: 2006-2013), All
991 GT3 (2014-On), All
991 Turbo (2014-On), All
Carrera GT (980: 2004-2005), All
918 (2014-On), All
- P13: Boxster (986: 1997-2004), All *except* Boxster S
- P14: Boxster S (986:2000-2004), All
Boxster (987:2005-2012), All
except Boxster Spyder
Cayman (2006-On), All
except Cayman S/Cayman R
- P15: Boxster S (987: 2005-2012), All
except Boxster Spyder
Cayman S (2006 - On), All *except* Cayman R
Boxster (981: 2013-On), All
Boxster S (981: 2013-On), All
- P16: Cayenne, All
Panamera, All
Macan, All

A-2.2.3. Improved Category

- I01: Progressed Cars (All 4 Cylinder, up to 1999cc)
- I02: Progressed Cars (All 4 Cylinder, 2000cc up to 2699cc)

- I03: Progressed Cars (All 4 Cylinder, 2700cc and above; All 6 Cylinder, up to 2399cc)
- I04: Progressed Cars (All 6 Cylinder and above, 2400cc up to 3199cc; All Turbo/Supercharged 4 Cylinder)
- I05: Progressed Cars (All 6 Cylinder and above, 3200cc and above; All Turbo/Supercharged 6 Cylinder and above)

A-2.2.4. Modified Category

- M01: Progressed Cars (All 4 Cylinder, up to 1999cc)
- M02: Progressed Cars (All 4 Cylinder, 2000cc up to 2699cc)
- M03: Progressed Cars (All 4 Cylinder, 2700cc and above; All 6 Cylinder, up to 2399cc)
- M04: Progressed Cars (All 6 Cylinder and above, 2400cc up to 3199cc; All Turbo/Supercharged 4 Cylinder)
- M05: Progressed Cars (All 6 Cylinder and above, 3200cc and above; All Turbo/Supercharged 6 Cylinder and above)

A-2.3. Class Scoring

All automobiles in a class must run in the same time frame. Small classes may be combined for run-group efficiency, but the classes will remain separate for scoring and trophies.

A-2.4. Category Progression

Showroom Stock automobiles are not permitted any modifications beyond A-2.5.3. and A-2.5.4.

For Production category automobiles, the classification of your automobile depends not only on the model but also on the type of changes (if any) made to or options on the automobile. Improvements and alterations may cause your automobile to progress into a more competitive class.

The Modifications Allowed List provides an overview, but not a definition, of what modifications are allowed for what categories. Each category section will define the limits or allowances for particular items as listed below. If a modification is not specifically listed, it is not allowed in that category except in Modified. See Appendix V for the Modifications Allowed List.

A-2.5. Allowances

IF THE PCR'S DO NOT SPECIFICALLY PERMIT A MODIFICATION, IT IS NOT ALLOWED EXCEPT IN MODIFIED.

Allowances are divided up into five categories: Free, Showroom Stock, Production, Improved and Modified.

Some modifications are "free," that is, allowed without effect on classification. Other modifications from Stock are considered to affect performance and therefore may move the automobile into any of the Production, Improved or Modified depending on the performance effect of the modification. If certain modifications specified in the text are performed on your automobile, you will be moved to the Production, Improved or Modified class where that modification is permitted. In Modified, the rules specify the minimum requirements necessary to compete. General automobile technical specifications are listed in Appendix VI.

A-2.5.1. Engine Swaps. Only Porsche automobiles with Porsche-based engines and transmissions may enter the autocross.

A-2.5.2. Update/Backdate Modifications (Production/Improved). Major assemblies, such as engines and transmissions, may be substituted if the parts are from the same series automobile. Some changes affect classification; others do not.

(a) Changes Within Model Range: Automobiles may be updated or backdated without effect on classification provided the specifications remain within the boundaries of the model range for the automobile. Model ranges are defined in the chart below. Major specifications are given in Appendix VI.

MODEL RANGES

Series	Models	Year
356:	356 Super 90 & SC	All
	Carrera-1500 & 1600	All
	Carrera-2000 GS.....	All
	Any Other 356 Model	All
911:	Any 911 Model.....	1965-71
	Any 911 Model.....	1972-77
	911SC	1978-83
	911 Carrera	1984-89
	911 Carrera 2/4 (964)	1989-94
	911 Carrera (993)	1995-98
	911 Carrera (996)	1999-05
	911 Carrera (996 GT2)	2002-05

911 Carrera (996 GT3)	2003-05
911 Carrera (997)	2005-11
911 Carrera (997 GT2)	2008-13
911 Carrera (997 GT3)	2006-13
911 Carrera (991).....	2012-On
911 Carrera (991 GT3)	2014-On

912:	912.....	All
	912E.....	All
914:	914/4	All
	914/6	All
924:	924	1977-82
	924S	1987-88
	924 Turbo (931)	All
928:	928	1978-86
	928	1987-95
930:	930	1976-80
	911 Turbo.....	1986-89
	911 Turbo (965).....	1990-94
	911 Turbo (993).....	1996-98
	911 Turbo (996).....	2001-05
	911 Turbo (997).....	2006-13
	911 Turbo (991)	2014-On
944:	944.....	All
	944S.....	All
	944S2.....	All
	944 Turbo (951)	All
968:	968.....	All
986:	Boxster	1997-04
	Boxster S.....	2000-04
987:	Boxster	2005-2012
	Boxster S.....	2005-2012
	Cayman.....	2006-On
	Cayman S	2006-On
981:	Boxster/Boxster S	2013-On
	Cayman/Cayman S.....	2013-On
9PA:	Cayenne	2004-On
	Cayenne S	2003-On
	Cayenne Turbo	2003-On
	Cayenne Hybrid	2012-On
	Cayenne Diesel.....	2014-On

(b) Changes Outside the Model Range: The degree of updating or backdating will, in most cases, affect the

degree of class/category progression. Selective substitution, as opposed to complete substitution, may result in a category change. For instance, if only one or two major components (such as an engine and/or transmission) are substituted from outside the model range without completely updating or backdating the automobile, then the automobile may change categories. However, if an automobile should be completely updated or backdated, it would then be classed according to its new (substituted) model range. An example would be a 1972 911 engine installed in a 1967 chassis. Then to achieve a complete update, a 1972/1973 transmission and associated ring and pinion gear must also be installed plus the wheel base must be lengthened and the new weight must be in the 1972/1973 range. Items that do not affect performance need not be changed. Car must meet all specifications per Appendix VI.

A-2.5.3. “Free” Modifications. Safety equipment is free in all classes except Showroom Stock, provided limits of any class category are met. Items considered free include harness bars, fire extinguishers, non-factory seat belts, race seats, window nets, head rests, cut-off switches, tow hooks, seat back braces and required mounts for any of the above. In Showroom Stock, attachments points or mounts for any of these items may be left in the automobile, but the actual device will not be allowed to remain or be used if it could be considered to provide the driver or the automobile any performance advantage.

A-2.5.4. Showroom Stock Modifications. Unless otherwise specified in these rules, no alterations or modifications are allowed to these automobiles.

Only original equipment manufacturer (OEM) wheels as originally specified and OEM tire sizes as originally specified for each specific model year are permitted. All Showroom Stock class tires must have a tread wear rating of 140 or greater. Wear and tear items, excluding tires, must be comparable in construction and specifications to the originally supplied factory components. Adjustments are permitted provided no modifications and/or alterations are necessary to achieve the desired adjustment. Automobiles must run with their spare tire, jack, lug wrench, owner’s manual(s), tools, etc. Owner’s manual(s) will be used to help verify questionable equipment options and designated wheel/tire sizes.

No aftermarket equipment that might be reasonably per-

ceived as performance affecting is permitted in these classes. Items included in this restriction include, but may not be limited to, aftermarket air filters, aftermarket exhaust systems, aerodynamic aids, computer chips, five/six point seatbelts, race seats, harness bars, roll bars, roll cages, etc.

A-2.5.5. Production Modifications. The Production category is for street automobiles altered beyond the Showroom Stock limits and older Porsches. The following adjustments, alterations or modifications are allowed in the Production class automobiles plus what was allowed in Showroom Stock. Automobiles may be updated to another model provided all of the automobile is brought up to that models specifications.

A-2.5.5.1. Engine

- (a) Air Cleaner: The air cleaner may be removed, modified or replaced with another type. Any modification may not conflict with other rules.
- (b) Modified Ignition: Any modification is permitted, provided an original type distributor is used.
- (c) Modified Carburetors: Any automobile originally carbureted may have any carburetor, provided the throttle bore and venturi dimensions are not changed from original specifications. Jet sizes may be changed. 911 models with mechanical fuel injection or Solex carburetors may change to replacement carburetors that have throttle bores no larger than 40mm. 914/912E models may be converted to carburetors with throttle bores no larger than 40mm.
- (d) Fuel Injection: No substitution of performance affecting components for fuel injected automobiles is permitted. Any DME EPROM chip may be used except for those chips programmed to alter turbo boost. No modifications to the intake manifold are allowed.
- (e) Wet Sump Modifications: If an automobile has a wet sump lubrication system, the sump may be modified to ensure a constant source of engine lubrication at the oil pickup tube. If an automobile has a dry sump lubrication system, no modifications are permitted.
- (f) Modified Oil Cooler/Filter: The addition of any oil cooler and/or filter is permitted.
- (g) Substituted Roller Bearing Cranks: For 356-based or Carrera 4-based engines, any roller bearing crank may be used. Plain bearing cranks may be substitut-

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ed for roller bearing cranks. Counterbalanced cranks are permitted.

- (h) **Balanced Engine:** Balancing of internal engine parts is permitted.
- (i) **Camshafts:** The stock camshaft must be used.
- (j) **Exhaust Modifications:** Alternate exhaust systems are permitted after the head(s) for automobiles with or without catalytic converters. Headers are permitted. A muffler is required. Air pumps may be removed.
- (k) **Air Conditioning:** Removal is permitted provided original automobile may have been delivered without it.
- (l) **Overbore:** Overbore is allowed up to 1.2MM(0.047").
- (m) **Gasoline:** Any grade of automotive gasoline available to the general public through normal retail service stations is permitted.
- (n) **Clutch:** Any model clutch is allowed. Rubber center clutch discs may be replaced with spring discs. The flywheel may be lightened.
- (o) **Velocity Stack:** Velocity stacks may be added or modified.
- (p) **Compression Ratio:** Engine compression ratio's may be increased up to .5 points from U.S. production specifications.
- (q) **Fuel Pump:** Fitting of an electric fuel pump is permitted.
- (r) **Chain Tensioners/Guards:** Any chain tensioner or guards are permitted.
- (s) **Battery:** Any battery may be used. Those automobiles delivered with two batteries may remove one.
- (c) **Coil Springs/Torsion Bars:** Any coil spring may be replaced by any other coil spring. Any torsion bar may be replaced by any other torsion bar as long as they are of the same type and mount in the same manner without modification to the chassis or suspension components.
- (d) **Shocks Absorbers:** Any shock absorber may be used provided it is not remotely adjustable.
- (e) **Adjustable spring perches** are allowed.
- (f) **Sway Bars:** Any anti-sway bar may be installed. Sway bar may not be adjustable from the cockpit.
- (g) **Rear Camber Compensation (356 Only):** Any rear camber compensating device may be used.
- (h) **Bushings:** Non-standard (non-elastic) suspension bushings may be used.
- (i) **Shock Tower Brace:** A front and/or rear shock tower brace may be used in any automobile provided that: (1) it can be quickly and easily removed, it must be a bolt-in component. Any number of attachment points may be used; (2) all attachment points are within three inches of a vertical plane passing through the top center of the shock absorber.
- (j) **Spring Plates:** Adjustable spring plates are permitted on any automobile not so equipped from the factory.
- (k) **Tie-Rod Ends:** The use of 911 Turbo tie-rod assemblies is permitted.
- (l) **Hydro-pneumatic Suspension:** Removal of this suspension is not only allowed but is encouraged.
- (m) **A-arms:** 924/944/968 series may use aftermarket a-arms provided suspension geometry is not altered.

A-2.5.5.2. Suspension

- (a) **Limited Suspension Adjustments:** Any adjustment of the standard suspension components is permitted, provided no machining is required for the adjustment. Factory components must be used for mounting of struts and shock absorbers to the body.
- (b) **Alignment:** Any adjustment may be made provided no other change is necessary to make the adjustment.

A-2.5.5.3. Brake/Wheel/Tire

- (a) **Tires:** All tires must be Department of Transportation (DOT) approved. Any DOT tire may be used providing they have a visible tread, have DOT wear indicators and have visible tread across the entire tread surface. Tires must have a minimum tread wear of 140 unless it is a Showroom Stock automobile running in the correct Production Category class. Tire aspect ratio and width is free but must fit under the stock fender wells. Tires must be marketed nationally and generally available to all competitors. The cord may

not be visible before, during, or after runs. Recapped tires or re-grooved tires are not allowed. Competitors are responsible for policing the "rubbing tire" rule and protests must be made before timed runs.

- (b) Track Width: Modifications to track width by the use of wheel spacers and/or wheel offset are permitted provided no modifications to the automobile, other than increasing the stud/bolt length, are performed. Increase may not be more than 1.0" over stock. Only 356 models with drum and very early disc brakes may use individual spacers for each wheel stud.
- (c) Brakes: Pads, linings, and brake lines of any manufacture may be used. Any type of brake cooling may be used. Rotors may be drilled or slotted. Brake bias valve may be changed but cockpit adjustable valves are not permitted.
- (d) Increased Rim Width: Rim width may be increased up to 1.0" over the widest rim available from the factory (front and rear respectively; see Appendix V) for that model range so long as the width does not extend beyond the stock fender width as measured from the top of the tire and fits the stock fender wells.
- (e) Wheels: All wheels shall be the same diameter as available from the factory for the model range of the automobile or within an increase or decrease of 1.0" from the factory specifications.
- (f) Spare Tire: The supplied spare tire may be removed

A-2.5.5.4. Chassis/Body/Interior

- (a) Limited Fender Modifications: Fenders (including wheel openings) may be modified provided the tire-wheel-spacer combination and ride-height setting used could be used without the fender modification (i.e., could be used on an unmodified automobile of the same model and year.) In the event of a protest, the entrant must be able to prove compliance with this rule.
- (b) Interior Modifications: Any accessory, gauge, or indicator may be fitted if its purpose is to improve driver or passenger comfort or convenience and provided such items have no effect whatsoever on mechanical performance. Alternate seats may be used and floor mats may be removed. Any steering wheel is allowed.
- (c) Roll Bars: Roll bars are permitted. Full interior roll cages are not permitted.

- (d) Spoilers: Any rear spoiler, unless as delivered as a factory option, is permitted provided the leading edge of the spoiler is attached to the automobile, the spoiler is no wider than the stock body width and the spoiler doesn't exceed 5" in height from the leading edge.
- (e) Air Dams: Any front air dam, unless as delivered as a factory option, is permitted provided it does not extend to less than 3" above the ground and not forward of the front bumper.
- (f) Seam Reinforcement (914 Only): Seam reinforcement kits are permitted "free" on 914s, provided each reinforcement is limited to a single seam and that all reinforcements combined do not substantially increase the rigidity and stiffness of the chassis. It is recommended to 914 model owners to have the chassis inspected for rust on a periodic basis.
- (g) Bumpers: Bumpers may be removed on any 356 series automobile.
- (h) Weight: Automobile must meet minimum weight, as run, without driver. Ballast is not allowed.
- (i) Bolt-on windshields: Bolt-on windshields may be removed.
- (j) Jack/Tools/Manuals: Removal of jack, tools and owners manual(s) is allowed.

A-2.5.5.5. Transmission

- (a) Limited Slip: Limited slip is permitted in all automobiles
- (b) Gear Shift Linkages: Gear shift linkages may be modified or exchanged. This permits the use of a short shift kit in any automobile or the use of side-shifter transmission in any 914.

A-2.5.6. Improved Modifications. The improved category is for street vehicles with modifications beyond those allowed in the Production Category. The modifications are limited but much more liberal than those in the Showroom Stock or Production Categories. The following adjustments, alterations, or modifications are allowed in the Improved class automobiles plus what was allowed in the Showroom Stock and Production classes.

A-2.5.6.1. Engine

- (a) Mufflers: Mufflers may be removed provided this is permitted by the event organizer and the local authorities/jurisdiction.

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- (b) Ignition: Any ignition system is allowed.
- (c) Gasoline: Any gasoline is permitted.
- (d) Engine Substitution: Any Porsche engine is permitted in any Porsche automobile.
- (e) Fuel Management: Automobiles may use any fuel management/induction system including chips or other means that alter turbo boost. Turbochargers or superchargers are permitted.
- (f) Compression Ratio: Engine compression ratio's may be increased up to 1.0 points.
- (g) Battery Location: The battery may be located anywhere within the automobile.
- (h) Intake System: Any intake system may be used.
- (i) Wet/Dry Sumps: Any change or addition is permitted.
- (j) Camshafts: Any camshaft may be used.

A-2.5.6.2. Suspension

- (a) Shocks Absorbers: Multi-adjustable or remotely adjustable shock absorbers are permitted.
- (b) Camber Plates: Camber plates are permitted. Machining of factory mounting points is permitted to allow greater suspension adjustment.
- (c) Raised Spindle: Raised spindles are permitted on strut type suspensions.
- (d) Suspension Mounts: Any suspension mount may be used provided the number of mounting points and mounting locations remain as factory.
- (e) Suspension Arms: Any suspension arm may be used provided use requires no other automobile modifications. For example, this includes the use of any lower control arm, tie-rod assembly and/or bump steer kit.

A-2.5.6.3. Wheel/Brake/Tire

- (a) Brakes: Any brake modifications are permitted. Any brake biasing valve is permitted.
- (b) Tires: Any DOT tire is permitted. The cord may not be visible before, during or after official timed runs.

- (c) Track Width: Modifications to track width are permitted up to 2.0" over stock. Only 356 models with drum and very early disc brakes may use individual spacers for each wheel stud.
- (d) Increased Rim Width: Rim width may be increased up to 2" over widest rim available from the factory (front and rear respectively; see Appendix V) for that model range so long as the width does not extend beyond the fender.
- (e) Wheels: Wheels may be any diameter.

A-2.5.6.4. Chassis/Body/Interior

- (a) Roll Bars/Roll Cages: Roll bars or full interior cages are permitted. See Appendix XII for additional information, specifications and requirements.
- (b) Spoilers: Any spoiler is permitted.
- (c) Air Dams: Any front air dam is permitted.
- (d) Interior: Automobile, at minimum, must have dashboard, windows (glass or plexiglass), visors (if originally equipped), headliner, and door panels. The original number of seats and passenger restraints must be present. Removal of mats and loose carpeting is allowed (i.e., what isn't originally screwed and/or glued down). Headlights, taillights, brake lights and turn signal lights must be operational.
- (e) Bodywork: The use of fiberglass or other material body components is permitted for the following components: hoods (front and rear), rear deck lids, bumpers and rocker panels.
- (f) Fenders: Fenders may be altered to allow fitting of alternative wheels and tires.
- (g) Fuel Tanks: Fuel tanks may be changed and/or relocated.

A-2.5.6.5. Transmission

- (a) Transmission: Any Porsche based transmission is permitted.
- (b) Transaxle gear ratios. Any ratio set may be used outside of the specified gear set. Ring and pinion may be altered.
- (c) Limited Slip: Any limited slip may be used.

A-2.5.7. Modified Modifications. The modified category includes all automobiles modified beyond the allowable limits specified in the Showroom Stock, Production and Improved categories as well as some Limited Production and “tuner” automobiles. These rules provide the minimum that is required for the automobile to compete in this category. Some items are specified that are not allowed in this category. Unless defined as a production vehicle with complete documentation proving so, all racing, rally and special non-production Porsche models shall be included in this category.

A-2.5.7.1. Engine

- (a) Engine: A Porsche based engine is required.
- (b) Displacement: The displacement may be increased to that of the maximum in the class.
- (c) Fuel Management: Modifications to the fuel injection or carburetion system are free. The use of turbochargers or superchargers other than those used in production is permitted by class allowance. Modified boost pressure is permitted.
- (d) Ignition: Any ignition system is permitted.
- (e) Nitrous Oxide Systems: These systems are not permitted.

A-2.5.7.2. Suspension

- (a) Machined Suspension: Any adjustment may be made and machining is allowed (such as machining to attain negative front camber on 356-series cars). Suspension points may be relocated.
- (b) Multi-linked Suspension: This suspension type is permitted and is free.

A-2.5.7.3. Wheels/Brake/Tire

- (a) Wheel and Tire: Any wheel and tire combination is permitted. Non-DOT tires are permitted. The cord may not be visible before, during or after official timed runs.

A-2.5.7.4. Chassis/Body/Interior

- (a) Chassis: Original Porsche based chassis, unibody or tube frame chassis is permitted.
- (b) Roll Bars/Roll Cages: Roll bars or full interior cages are permitted. In some instances, they may be required. See Appendix XII for additional information, specifications and requirements.

- (c) Bodywork: Automobile bodywork must maintain recognizable external features of the Porsche model. All four tires shall not extend beyond the fender openings at the highest point of the tire, unless the Porsche model was originally an open-wheeled design. Automobile bodywork must include a front and rear trunk or deck lid and doors.

A-2.5.7.5. Transmission

- (a) Transmission: Any transmission is required.

A-2.5.8. Other Modifications. Any equipment, component, part, or modification which is deemed performance-affecting and which is not specified will make the automobile entered subject to reclassification to a higher class or category by the Safety Inspection team or the Protest Committee at their discretion or by protest of a competitor in the same class the automobile is competing.

A-3. COURSE

The course will be designed with the safety of the spectators, workers, entrants and their cars in mind. The course used will be reviewed and approved by the PCR Committee Chairman, the PCA Safety Chairman, and the Parade Autocross Chair. Also see I-2. “Liability”, I-3. PCR COMMITTEE AND FUNCTIONS and G-2.4. “Registration Requirements”.

A-3.1. Boundaries

The autocross boundaries will be defined by existing terrain, edge of pavement, clearly marked white lines, pylons or a combination of these.

A-3.2. Entrance/Exit

Where the beginning and/or ending of the actual course is not the same as the start and/or finish line (to provide the rolling start and finish), such points will be clearly marked where automobiles are to stop after exiting the course to pick up timing slips and return any borrowed helmets.

A-3.3. Course Map

A map of the course, approximately to scale, will be posted and all entrants will receive a copy of the map at the Parade site final check-in. The map will show the methods used to define the course boundaries and the location(s) of the entrance and exit.

A-3.4. Safety and Impound Areas

An area will be designated for final safety check of automobiles before they enter the course. Also, an impound area will be set aside where every automobile must report after its last timed run so that competitors can see and/or examine all the automobiles in the class. See A-7. for procedures.

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A-4. FLAGS

A grid official will review all flags to be used during the event with each driver. Drivers must obey flag signals or risk being removed from the event and/or disqualification.

- (a) Green – Go. The course is clear.
- (b) Red – Emergency. Pull over and stop safely.

A-5. DRIVERS SAFETY

The PCA safety inspection is basic in nature and is not intended to be a substitution for a proper technical inspection. The track worthiness of the automobile is the responsibility of the entrant(s). The safety inspection form must be complete to compete in the autocross. The inspection form will list all of the items to be inspected.

A-5.1. AUTOMOBILES AND DRIVERS

The following rules apply to all automobiles and drivers entering the autocross. Safety/tech inspection will check for compliance with the following rules.

- (a) Roll Bars/Roll Cages. Roll bars (roll cages optional) may be required in some Modified category running automobiles and recommended in all open automobiles running in the Improved category. The roll bar/cage must be equipped with adequate padding in all areas potentially exposed to the driver. Roll bars/cages, when installed, must meet the minimum specifications as outlined in Appendix XII.
- (b) Shoulder Harnesses. Non-factory shoulder harnesses may be used in an open automobile only if the automobile is equipped with a roll bar or cage and they are installed according to the manufacturer's directions.
- (c) Sunroofs. Sunroofs may be open.
- (d) Removable Windshields. Bolt-on windshields may be removed.
- (e) Eye Protection. Contestants must use face shields if driving an automobile without a full windshield in any class.
- (f) Removable Roof Panels/Convertible Tops. Any automobile may run with their top down. Removable roof panels must be removed or fully secured. Tilt-up style panels/sunroofs must be removed or fully closed.
- (g) Windows. The driver's/passenger's window must be either fully up or fully down.
- (h) Tires. Must be free of visible sidewall breaks. Surfaces inside the fenders will be checked for evidence of rubbing tires. The clearance between the tires and any potential rubbing point will be checked. Tires on Showroom Stock or Production automobiles must not rub against any surface during the driving event runs. Slightly rubbing tires will be permitted in the Improved and Modified classes. However, disqualification of any automobile and its drivers may result from rubbing tires that appear hazardous in the opinion of inspectors during the final safety check or course officials during the driving event runs. Tires will receive a final safety check for compliance before runs begin (i.e. tread and condition; 30 psi minimum is recommended for street tires). Tires on a given automobile must have a speed rating that meets or exceeds the potential speed for that event. See A-2.5.5.3 and individual category allowances for more information. Recapped tires are not allowed.
- (i) Loose Objects. Loose objects inside the trunk(s) or passenger compartment must be removed.
- (j) Wheel Covers and Trim. Snap-on wheel covers and wheel trim must be removed from steel wheels.
- (k) Clothing. Full-length pants, long sleeved shirts, socks and full shoes are recommended for all drivers. Bare feet, sandals and open-toed shoes are not permitted. Fire-resistant driving suits, gloves and driving shoes are recommended. Recommended fabrics are natural fiber (cotton, wool, silk) and PCA Club Racing approved fire-resistant fabrics. For more information, see the PCA Club Racing rules. For a copy of the PCA Club Racing rules, write or call the PCA Executive Office, or see www.pca.org.
- (l) Helmet. Each contestant must wear an approved helmet in good condition. The helmet shell must have no structural damage. The padding must be intact. The chin strap must not be frayed, and the strap attachments must be operable and securely attached. Face shields, when required, and/or used, must be made of polycarbonate plastic or the equivalent and must be in good condition. Acceptable approvals are the latest or next two most recent SA, M or K Snell Memorial Foundation, FIA 8860, SFI 31.1 and BS6658-85 Type A-FR approvals. Any helmet accept-

able for PCA Club Racing is also permitted. For more information, see PCA Club Racing rules. For a copy of the PCA Club Racing rules, write or call the PCA Executive Office, or see www.pca.org.

- (m) Gas Caps. The gas cap must be securely in place.
- (n) Seat Belts. Must be present and adequate. Factory seat belts must be used in Showroom Stock classes. Use of additional belts or substitute belts/harness is only allowed as per the category allowances. A grid worker will check to assure that such seatbelt is fastened immediately before each driver enters the course. Where installation is other than original factory design, the seat belts must be installed according to the manufacturer's directions. If there is any question, it is the responsibility of the entrant to demonstrate to the tech inspector's satisfaction that the belts are properly installed. For more information, see PCA Club Racing rules. For a copy of the PCA Club Racing rules, write or call the PCA Executive Office, or see www.pca.org.
- (o) Knowledge of Flags and Procedures. No drivers will be allowed to enter the course without knowledge of the flag signals and the correct procedures.
- (p) Brakes. Brakes must be tested for pedal "fade" while the automobile is stationary. Brake pad and/or lining thickness should visually be adequate for an autocross type event.
- (q) Steering and Suspension. Must not have excessive looseness, including but not limited to, steering free play, wheel bearings, etc.
- (r) Camber (356 Automobiles). Should be negative on the rear suspension if the automobile is entered in the autocross.
- (s) Wheels. Must be free of cracks. The correct number of lugs and nuts must be present. All lug nuts/wheel bolts must have a minimum thread engagement equal to one bolt diameter. All lug nuts/wheel bolts must be torqued to the manufacturer's specifications.
- (t) Fluid Leakage. No fluid leaks of any kind will be allowed.
- (u) Passenger Seat Backs. Must be suitably secured if not equipped with locking devices.
- (v) Hoods, Deck Lids and Doors. Must be fastened securely.

- (w) Exhaust System. Must be in a safe condition (i.e., no leaks, securely mounted, etc.)
- (x) Battery. All batteries must be attached securely to the frame or chassis. The positive terminal on all batteries should be covered.
- (y) Throttle Return. Throttle must be safe and positive. Throttle must return to the closed position when released manually or by the pedal.
- (z) Mufflers. All automobiles must have a functional muffler and comply with any local noise ordinances or motor vehicle laws. If the local area and the Parade Committee permits open exhausts during the autocross (for the Improved and Modified classes), the muffler may be removed at the site of the autocross.

A worker on grid or in the safety area will perform a cursory inspection (helmet, clothing, seat belts, loose objects, etc.) of all automobiles for compliance before competition begins.

A-6. AUTOCROSS RUNS

Automobiles will run in class run groups. Men's and Ladies classes of equivalent automobiles will run concurrently.

A-6.1. Schedules

Classes will run during assigned times only. The run times usually proceed from the lowest numerical Showroom Stock class (first) up through the Production classes, then the Improved classes and finishing up with the Modified classes (last).

A-6.2. Timed Runs

Each competitor will receive at least three separate official timed runs. An automobile must be re-staged between runs and a minimum of five (5) minutes must separate each of the automobiles runs. Final responsibility to comply with this rule is the driver's.

A-6.3. Re-Runs

Re-run(s) will be given to any driver who does not receive three official timed runs. Re-runs for timed runs must be made as soon as practical, but not later than the first part of the run time for the following group. Re-runs must be separated by at least five (5) minutes.

A-6.4. Penalties

All pylon penalties for each run or re-run will be recorded. If the driver was not at fault in hitting the pylons, e.g., swerving to avoid a collision with something/someone

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on the course, then those pylons will not count. The final pylon penalty assigned to a run or rerun will be the pylon penalty recorded during that run. If the driver observes a pylon(s) moved or upset by someone else, the driver should stop immediately, indicate the problem to a course worker, who will verify the problem and then proceed at a reduced speed to the grid for a rerun without penalty. The automobile should return to grid as specified in the autocross supplemental instructions and/or as specified in the driver's meeting. If the course worker verifies there is no problem, then the automobile should continue on the course knowing that the time for this run will be counted.

A-7. COMPETITOR'S RULES

Compliance with the following rules is mandatory.

- (a) Conduct/Driving. See the general rules under G-5. "Causes for Disqualification" and G-9.5.3. "Automatic Disqualifications" under "Protests". "Unsafe" driving is as determined by the event chairman.
- (b) Driver's License and Age. Every driver must be at least 16 years of age and hold a valid driver's license (see G-2.2. and G-2.4. "Registration Requirements").
- (c) Auto Safety (Tech) Inspection. All automobiles must successfully pass the safety inspection before running the event as specified in G-7.
- (d) Final Safety Inspection. Drivers and automobiles must meet the requirements of A-5. "Driver Safety" before beginning competition.
- (e) Schedules. Only times during the assigned class run time will be counted (see G-5.4. "Schedules").
- (f) One Automobile Rule. An entrant may drive only one automobile in the autocross and that must be the one registered for the event by that entrant (see G-2.6.3. "Autocross Automobiles" and G-2.6.1. "Non-Street Legal Automobiles"). Also, see G-2.3. "Entrants Per Automobile".
- (g) Passengers. Only the driver will be allowed in a competing automobile during its officially timed runs.
- (h) Pre-runs. Pre-running the course, either as a driver or passenger, will result in disqualification from the event.
- (i) Walking the course is permitted when approved by the organizers at specified times. Wheeled conveyances are prohibited except to accommodate physically impaired competitors.
- (j) Drivers are allowed to utilize video or data-acquisition equipment during or after their runs at the autocross. Sharing of this information to or with others is allowed.
- (k) Leaving/Deviations From the Course. For a run to count for awards, the driver must stay in the driver's seat and the automobile must remain on the course after passing the "Entrance" and until passing the "Exit". If all four wheels leave the course, the automobile will have left the course and will be a DNF (Did Not Finish) unless the automobile reenters the course at or before the point of exit at the time of exit. Failure to comply, whether voluntarily or for mechanical reasons, will result in a DNF. No points (or awards) will be given for a DNF run. A rerun will not be granted for a DNF.
- (l) Stopping. Failure to make a complete stop in the proper area (where marked), if required, after a timed run will result in a DNF.
- (m) Impound. Immediately after the automobile's last timed run, the automobile must be taken to the impound area and logged in. The contestant must fully open the engine compartment and the trunk compartment (if there is one) after parking the automobile. The automobile may not be removed from impound until the end of the protest period, except that any automobile that is protested, during that period must remain until dismissed by the Protest Committee (See A-8.2.5.). Compartment(s) may not be closed until the end of the protest period, except in the event of rain. Nothing attached to the automobile may be removed from the automobile during the impound period, and nothing may be removed from the area except keys, helmets, and personal apparel and paraphernalia. After entering impound, all drivers in a class may "sign-off" indicating that they have no intentions of filing a protest. This may occur before, during or after posting of the official scores. If this happens, then the class may be released from impound prior to the end of the protest period. Contestants should remove automobiles as soon as allowed after the official impound period and ascertain that logging per-

sonnel are aware that the automobile is being removed. Failure to execute this impound procedure will result in automatic disqualification of the automobile and (See G-9.5.3.) its drivers.

- (n) Automobile Numbers. Assigned automobile numbers must be in place before running the course.
- (o) Flags. Competitors must know the flag signals prior to entering the course. Failure to obey flag signals could result in dangerous situations and/or disqualification. (If you do not know the meaning of the flags, read A-4. or ask a worker.)
- (p) Mufflers. (See A-5.1. (z) “Mufflers”)
- (q) Mechanical Changes. All changes to the automobile during competition must be made while on grid. Any mechanical changes should not interfere with the running of the event or your timed runs. Changes other than altering tire air pressure or adjusting components, such as sway bars or shocks, may require a re-tech while on grid. Any changed components must be brought with the automobile to impound.

A-8. TIMING AND SCORING

A-8.1. Timing

A-8.1.1. Equipment. The timing devices will be automatically started and stopped by the competing automobiles. The timing devices will display times with a resolution of at least 0.001 (1/1000) second. A backup timing device shall be in position, tested and available for immediate use in the event of failure of the primary timing device.

A-8.1.2. Timing Problems. In the event a timer problem occurs, the competing automobile may be flagged off the course at the discretion of the events operational crew. The automobile should proceed at a reduced speed to the grid for a rerun without penalty. The competing automobile should return to grid as specified in the autocross supplemental instructions and/or as specified in the driver’s meeting.

A-8.1.3. Timing Slips. Each competitor is to receive a time slip, including time of run, penalties and/or DNF notification as applicable, at the end of each run and prior to any subsequent runs. These timing slips are not considered official. An electronic timing display may be used as a replacement for timing slips. Scores (run times plus penalties) are to be posted along with, when applicable,

number and location of pylons hit, and the reporting worker station for off-course DNF, as soon as possible after each timed run (see A-8.2.5. “Posting”). Also, see G-9.5. “Protests”.

A-8.2. Scoring

A-8.2.1. Official Time. The official time for a run will be the time measured by the automatic timer plus any penalties incurred. If the official time is audited, due to procedure or protest, then the official time, as originally recorded, may be changed.

A-8.2.2. Event Score. A competitor’s score for the event will be the competitor’s lowest official time from a minimum of three separate timed runs. Awards will be based on event scores.

A-8.2.3. Pylon Penalties. If a competitor knocks over a pylon or moves it completely outside its outline, a penalty will be incurred. All pylons will have the same penalty. The penalty will be two seconds for each pylon so moved. This includes all pylons designating the start and finish gates and their respective areas. Only “upright” pylons are counted for any penalties. Pylons laid on their sides are for information purposes only and will not count for penalties if moved. (See A-6.4. “Penalties”)

A-8.2.4. Tied Scores Ties will not be broken. Equal awards will be given.

A-8.2.5. Posting of Final Scores. Scores for each class will be posted in the impound area after the completion of each class running. Name, number and class will be used to identify competitors. The protest period cannot begin until class scores are posted and will run for 30 minutes from that time. Also see G-9.5. “Protests”, A-7. (m) “Impound” and A-8.2.1. “Official Time”.

A-9. SUGGESTED NON-PARADE ZONE/REGION CLASSING

For those regions that use these rules but want a limited number of classes to align better with their participation levels, the classing charts below will allow that option. These classifications were designed with approximately less than 40 competitors (small region), 40-80 competitors (medium region) and over 80 competitors (large region). These numbers apply to Porsche drivers entrant-ed in an event and are only suggested guidelines. A region may also develop it’s own classing using the above rules but modifying the classing structure to suit participation levels.

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A-9.1. Small Sized Regions

- S1: 968 (All), 911 Carrera 2 (964:1990-1994), Carrera 4 (964:1989-1994), RS America (1993-1994), 911 Carrera (993:1995-1998), Boxster (986:1997-2004), Boxster S (986:2000-2004); Boxster (987:2005-On), Cayman (2006-On), Cayenne (9PA: 2003-On), Panamera (2010- On)
- S2: Boxster S (987:2005-On), Cayman S (2006-On), 911 Carrera (996:1999-2005), 911 Carrera (997:2005-On), 997S except X51 (2005-2009), 911 Carrera (991:2012-On), all except 991S, 911C2 Turbo (965: 1990-1994)
- S3: 993 Turbo (All), 996 Turbo (Non-GT2), 997S X51 (2007-2009), 997S/GTS (2010-On), 991S (2012-On), (All), Boxster Spyder, Cayman R, 996 GT2/GT3 (2002-2005), 997 GT2/GT3/GT3RS (2007-On), 997 Turbo/Turbo S (All), Carrera GT (980:2004-On)
- P1: 356 (All), 912/912E (All), 914/4 (All), 924 (All), Cayenne (9PA:2003- On), Panamera (2010- On), 911 (1965-1969), 911 (1970-1977), 911SC (1978-1983), 914/6 (All), 924S (all), 924 Turbo (931: All), 944, (All), 944S (All), 944 Turbo (951: All), 928 (All)
- P2: 911 Carrera 3.2 (1984-1989), 911 Speedster (1989), 911 Carrera 2 (964:1990-1994), Carrera 4 (964:1989-1994), RS America (1993-1994), 944S2 (All), 968 (All), Boxster (986:1997-2004)
- P3: 911 Turbo (1976-1989), 911 Carrera, Carrera S, C4S (993:All), Boxster S (986:1997-2004), Boxster (987:2005-On), Cayman (2006-On)
- P4: 911 Carrera (996:1999-2004), 997 (2005-On), 997S except X51 (2005-2009), 911 Carrera (991:2012-On), all except 991S, 911C2 Turbo (965: 1990-1994), Boxster S (987S:2005-On), Cayman S (2006-On)
- P5: 993 Turbo (All), Boxster Spyder, Cayman R, 996 Turbo (Non-GT2), 997S X51 (2007-2009), 991S (2012-On), (All), 997S/GTS (2010-On), 996 GT2/GT3 (2002- 2005), 997 GT2/GT3/GT3RS (2005-On), 997 Turbo/Turbo S (All); Carrera GT (980:2004-On)
- I01: Improved Automobiles (All 4 Cylinder, up to 1999cc; All; All 4 Cylinder, 2000cc up to 2699cc; All 4 Cylinder, 2700cc and above and All 6 Cylinder, up to 2399cc; All 6 Cylinder and above, 2400cc up to 3199cc; All 6 Cylinder and above, 3200cc and above; All Turbo/Supercharged 4 Cylinder; All Turbo/Supercharged 6 Cylinder and above)
- M01: Modified Automobiles (All 4 Cylinder; All 6 Cylinder and above; All Turbo/Supercharged 4 Cylinder; All Turbo/Supercharged 6 Cylinder and above)

A-9.2. Medium Sized Regions

- S1: 968 (All), 911 Carrera 2 (964:1990-1994), Carrera 4 (964:1989-1994), RS America (1993-1994), Boxster (986:1997-2004), Cayenne (9PA:2003- On), Panamera (2010- On)
- S2: 911 Carrera (993:1995-1998), Boxster S (986:2000-2004), Boxster (987:2005-On), Cayman (2006-On)
- S3: 911 Carrera (996:1999-2004), 997 (2005-On), 911 Carrera (991:2012-On), all except 991S, 911C2 Turbo (965: 1990-1994), Boxster S (987:2005-On), Cayman S (2006-On);
- S4: 993 Turbo (All), 996 Turbo (Non-GT2), 997S except X51 (2005-2009), 991S (2012-On), (All), Boxster Spyder, Cayman R
- S5: 997S X51 (2007-2009), 997S/GTS (2010-On), 996 GT2/GT3 (2002-2005), 997 GT2/GT3/GT3RS (2007-On), 997 Turbo (All), Carrera GT (980:2004-On)
- P1: 356 (All), 912/912E (All), 914/4 (All), 924 (All), Cayenne (9PA:2003- On), Panamera (2010- On)
- P2: 911 (1965-1969), 911 (1970-1977), 914/6 (All), 924S (all), 924 Turbo (931: All), 944 (All), 944S (All)
- P3: 911SC (1978-1983), 911 Carrera 3.2 (1984-1989), 911 Speedster (1989); 944 Turbo (951: All), 928 (All)
- P4: 911 Carrera 2 (964:1990-1994), Carrera 4 (964:1989-1994), RS America (1993-1994), 944S2 (All), 968 (All), Boxster (986: 1997-2004)
- P5: 911 Turbo (1976-1989), 911 Carrera, Carrera S, C4S (993: All), Boxster S (986: 1997-2004), Boxster (987: 2005-On), Cayman (2006-On)
- P6: 911 Carrera (996: 1999-2004), 997 (2005-On), 911 Carrera (991: 2012-On), all except 991S, 911C2 Turbo (965: 1990-1994), Boxster S (987S: 2005-On), Cayman S (2006-On)
- P7: 997S except X51 (2005-2009), 991S (2012-On), (All), 993 Turbo (All), Boxster Spyder, Cayman R
- P8: 996 Turbo (Non-GT2), 997S X51 (2007-2009), 997S/GTS (2010-On), 996 GT2/GT3 (2002- 2005), 997 GT2/GT3/GT3RS (2005-On), 997 Turbo/Turbo S (All), Carrera GT (980:2004-On)
- I01: Improved Automobiles (All 4 Cylinder, up to 1999cc; All 4 Cylinder, 2000cc up to 2699cc; All 4 Cylinder, 2700cc and above and All 6 Cylinder, up to 2399cc)
- I02: Improved Automobiles (All 6 Cylinder and above, 2400cc up to 3199cc; All 6 Cylinder and above, 3200cc and above; All Turbo/Supercharged 4 Cylinder; All Turbo/Supercharged 6 Cylinder and above)

M01:Modified Automobiles (All 4 Cylinder, up to 1999cc; All 4 Cylinder, 2000cc up to 2699cc; All 4 Cylinder, 2700cc and above; All 6 Cylinder, up to 2399cc)

M02:Modified Automobiles (All 6 Cylinder and above, 2400cc up to 3199cc; All Turbo/Supercharged 4 Cylinder; All 6 Cylinder and above, 3200cc and above; All Turbo/Supercharged 6 Cylinder and above)

A-9.3. Large Sized Regions

S1: 968 (All), 911 Carrera 2 (964: 1990-1994), Carrera 4 (964:1989-1994), RS America (1993-1994), Boxster (986:1997-2004)

S2: 911 Carrera (993: 1995-1998), Boxster S (986: 2000-2004), Boxster (987: 2005-On), Cayman (2006-On)

S3: 911 Carrera (996: 1999-2004), 997 (2005-On); 911 Carrera (991: 2012-On), all except 991S, 911C2 Turbo (965: 1990-1994), Boxster S (987: 2005-On), Cayman S (2006-On)

S4: 997S except X51 (2005-2009); 991S (2012-On), (All), 993 Turbo (All), Boxster Spyder, Cayman R

S5: 996 Turbo (Non-GT2), 997S X51 (2007-2009), 997S/GTS (2010-On)

S6: 996 GT2/GT3 (2002-2005), 997 GT2/GT3/GT3RS (2007-On), 997 Turbo/Turbo S (All), Carrera GT (980: 2004-On)

S7: Cayenne (9PA:2003- On), Panamera (2010- On)

P1: 356 (All), 912/912E (All), 914/4 (All), 924 (All)

P2: 911 (1965-1969), 914/6 (All), 924S (all), 924 Turbo (931: All), 944, (All)

P3: 911 (1970-1977), 944S (All)

P4: 911SC (1978-1983), 928 & 928S (All)

P5: 911 Carrera 3.2 (1984-1989), 911 Speedster (1989); 944 Turbo (951: All), 928 S4/GT/GTS (All)

P6: 911 Carrera 2 (964: 1990-1994), Carrera 4 (964: 1989-1994), RS America (1993-1994); 944S2 (All), 968 (All), Boxster (986: 1997-2004)

P7: 911 Turbo (1976-1989), 911 Carrera, Carrera S, C4S (993: All), Boxster S (986: 1997-2004), Boxster (987: 2005-On), Cayman (2006-On)

P8: 911 Carrera (996: 1999-2004), 997 (2005-On); 911 Carrera (991: 2012-On), all except 991S, 911C2 Turbo (965: 1990-1994), Boxster S (987S: 2005-On), Cayman S (2006-On)

P9: 997S except X51 (2005-2009); 991S (2012-On), (All), 993 Turbo (All), Boxster Spyder, Cayman R

P10:996 Turbo (Non-GT2), 997S X51 (2007-2009), 997S/GTS (2010-On)

P11:996 GT2/GT3 (2002- 2005), 997 GT2/GT3/GT3RS

(2005-On), 997 Turbo/Turbo S (All), Carrera GT (980: 2004-On)

P12:Cayenne (9PA: 2003- On), Panamera (2010- On)

I01: Improved Automobiles (All 4 Cylinder, up to 1999cc;); (All 4 Cylinder, 2000cc up to 2699cc; (All 4 Cylinder, 2700cc and above and All 6 Cylinder, up to 2399cc)

I02: Improved Automobiles (All 6 Cylinder and above, 2400cc up to 3199cc; All Turbo/Supercharged 4 Cylinder)

I03: Improved Automobiles (All 6 Cylinder and above, 3200cc and above); (All Turbo/Supercharged 6 Cylinder and above)

M01:Modified Automobiles (All 4 Cylinder, up to 1999cc; All 4 Cylinder, 2000cc up to 2699cc; All 4 Cylinder, 2700cc and above; All 6 Cylinder, up to 2399cc)

M02:Modified Automobiles (All 6 Cylinder and above, 2400cc up to 3199cc; All Turbo/Supercharged 4 Cylinder)

M03:Modified Automobiles (All 6 Cylinder and above, 3200cc and above; All Turbo/Supercharged 6 Cylinder and above)

Time, Speed and Distance (TSD) Rally

The Parade Rally will be a TSD (time-speed-distance) rally as opposed to the gimmick or fun type rally. The Rallymaster will attempt to design the rally so that it will provide challenge for serious rallyists, yet will contain safeguards, such as closed loops and off-course markers, to avoid losing recreational rallyists on long off-course excursions.

R-1. REFERENCED RULES

The rules referenced below apply to the rally:

- (a) Eligibility. (See G-2.1 through G-2.6.)
- (b) Protests. (See G-9)
- (c) Awards. (See G-11.1 and G-11.4)
- (d) Entrants must complete on-site Parade check-in before the event or they will not be allowed to compete. Entrants classification or classification changes must occur no later than the day before the event starts. (See G-2.4.1.)

R-2. CLASSIFICATION

Driver/navigator teams must classify themselves and the automobile correctly (See G-5.2 “Misclassification”).

There will be five classes:

- R01 Equipped - Unlimited rally equipment
- R02 Navigational - The equipment permitted for the Unequipped Navigational class (R03) is allowed plus maps, prepared tables, mechanical slide rules, non-programmable, single memory calculators and navigational/GPS systems.
- R03 Unequipped Navigational - The equipment permitted for the Unequipped Plus class (R04) is allowed plus any navigational/GPS system.
- R04 Unequipped Plus - The equipment permitted for the

Unequipped class (R05) is allowed plus factory built-in computers that can read out average speed. Navigational/GPS systems are not allowed in this class.

- R05 Unequipped - The only rally aids permitted within the rally automobile will be simple time pieces including stop watches, pens/pencils, paper, clipboard or any device for holding the route instructions, and the original equipment speedometer/odometer, trip odometer in its original location in the automobile. (Prepared tables of any kind are not allowed in the unequipped class.) Navigational/GPS systems are not allowed in this class.

Contestants that have a navigational/GPS system of any type in their automobile must be classified in R01, R02 or R03. There are no provisions for automobiles with disabled navigational/GPS systems. Contestants use of two-way radios or cellular telephones during the rally is forbidden except in emergencies. Contestants found in violation of this rule will be disqualified.

R-3. GENERAL DESCRIPTION OF RALLY

The rally will be at least 3.5 hours and not exceed 4.5 hours in duration from the initiation point of the first route instruction (whether numbered or not) to the completion point of the last route instruction (whether numbered or not) that directs contestants to the place where score cards are turned in and protests are received, assuming perfect time. Unless emergency or extremely unusual conditions or situations require, only paved roads will be used for the rally. Rallyists will be notified before the start of the rally if any such condition exists. There will be at least five (5) timing controls (checkpoints) on the rally. Other pertinent information will be given in the rally general instructions.

R-3.1. DURATION OF RALLY

There will be a mandatory rest stop at the approximate mid-point. The computation of the duration of the rally will account for all segments of the rally, starting at the initiation point of the first route instruction (whether numbered or not) and ending at the completion point of

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the last route instruction (whether numbered or not) that directs contestants to the place where score cards are turned in and protests are received. The computation will include:

- (a) The tire warm-up and odometer check runs (if not included in official leg time)
- (b) The accumulated official time for all legs
- (c) The accumulated allowance for all transit zones
- (d) At least three (3) minutes per open control
- (e) An allowance of two (2) minutes per mile (1.6 kilometers per minute) of on-course travel for all segments not otherwise accounted for, including the distance between each timing line and the initiation point of the next on-course route instruction and the distance from the final timing line to the completion point of the last instruction.

If the duration of the rally exceeds 4.5 hours, based on the above criteria, legs may be removed from scoring at the discretion of the Protest Committee.

R-4. GENERAL INSTRUCTIONS

The rally general instructions (the “generals”) will be made available to all entrants at least two months before the Parade.

R-4.1. Contents

The “generals” will contain all the rules and regulations governing the rally and all information essential to the contestants’ complete understanding of the event.

- (a) Glossary of Local Terms - If any terms not given in the official PCR Rally Glossary are to be used, the “generals” will include a glossary that lists and defines any such terms, abbreviation, or symbols. The official PCR Rally Glossary is in Appendix VII.
- (b) Route Instructions - All route instruction types to be used will be specified and fully described (written, graphic, symbolic, and photographic). A general example of each different route instruction type will be given in the generals. An example of the format and layout of the route instructions will be given.
 - (1) Usage - If any course-following instructions other than numbered instructions are used, complete information will be given regarding the introduction, usage, and cancellation of such instructions.
 - (2) Priorities - If more than one general course-following method will be used, the priorities of the

methods will be stated so that the proper course can be understood when instructions conflict or direct similar action. i.e., the priorities or “main-road” or route- following rules will be stated, and the priorities of any other type of unnumbered instructions will be given.

- (3) Overlap - The overlap of all types of route instructions will be given.
- (4) Redundancy - Any redundancy of instructions will be specified. That is, it will be clear whether or not a numbered route instruction can be executed when it directs the same action as a “main-road” or route- following rule or other unnumbered route instruction.
- (c) Quoted Signs - The generals will specify the location of signs relative to the rally route, i.e., anywhere, left, right, etc. Also, how the signs should be read will be specified, i.e., left-to- right, top-to-bottom, no letters skipped, inclusion of symbols, etc.
- (d) Landmarks - A landmark is a point, object or feature, other than a sign, along the rally route. Landmarks will be indicated in the instructions by capital letters without quotation marks. Landmarks will be identified by a visible sign or be identified in the rally glossary. Landmarks and their identifying signs may be located anywhere. Signs must be readable from the direction of approach of the rally route. Unless the contestant is directed to turn toward or away from a landmark, the landmark must be visible from the direction of approach of the rally route.
- (e) Control Station Procedures, The procedures that contestants are to follow will be explained for every type of control to be used.
 - (1) Timing and Scoring - The procedures in effect for the rally will be explained, including a description of the point where time will be recorded.
 - (2) Penalties - A detailed schedule of penalties will be provided (i.e., penalties and for what they will be assessed.) (See R-11.2.4.)
- (f) Maximum Distance - The maximum distance between “action points” shall be given.
- (g) Mileage Measurement - The equipment used and the conditions existing during the measurement of the official mileages will be specified in the “generals.”

- (h) Distribution of Route Instructions - The uniform time when route instructions will be given out will be specified if other than the minimum time. (See R-6.1.)
- (i) Special Regulations - Any other needed regulations.

R-4.2. Questions and Answers

Questions concerning the general instructions should be written and mailed (either through the regular postal service or by email) to the Rallymaster. The Rallymaster will respond to questions if they are received at least a week prior to the start of the Parade. Questions must be worded so that an answer of “yes”, “no” or “does not apply” could be used. Responses will be solely for the purpose of clarification. Written questions and responses will be posted in or near the check-in or hospitality area for all rallyists to see, and nothing will be added or changed to posted responses.

R-4.3. Supplementary Generals

Should a question concerning the general instructions reveal an overlooked point or problem, supplementary general instruction(s) will be issued to all entrants at check-in.

R-5. TIME

R-5.1. Official Time

The official rally time will be either that broadcast by Station WWV, operated by the National Institute of Standards & Technology, or that broadcast by Station CHU, operated by the Dominion Observatory in Canada. There will be a master watch and a radio time signal (audio and/or digital) available to all contestants for reference at the start of the rally.

R-5.2. Start Time

Rally start times will be assigned in random order by check-in personnel within requested 30-minute blocks of time.

R-6. ROUTE INSTRUCTIONS

R-6.1. Equal Time for Study

Route instructions will be available for issue to each team at least 20 minutes before the team’s start time. Instructions will be issued in an orderly manner designed to permit each team the same amount of time to study the instructions before beginning the rally. (See R-4.1. (h))

R-6.2. Identical Instructions

Identical instructions will be issued to all participants, including non-competitive participants. “Touring”

instructions covering the rally route for those not competing for awards are forbidden.

R-6.3. Content of Instructions

Route instructions will identify rally action points (turns, speed changes, etc.) and provide other information, if needed, for execution of the various phases of the event. (See R-4.1. (b) for information regarding other types of route (course-following) instructions)

R-6.3.1. Sheet Numbering. The sheet number and total number of sheets will appear on each sheet of the route instructions (e.g., “1 of 5”, “2 of 5”, etc.).

R-6.3.2. Quoted Signs. Where route instructions quote signs in less than their entirety, such quotes will include a prominent portion of the signs.

R-6.3.3. Action Point Identification. Route instructions will not identify action points (turns, speed changes, etc.) by names or numbers on mail boxes, by numbers on utility poles, or by other similar landmarks (frequently recurring, difficult to read) unless such instructions are confirmed by mileage reference or other substantiating information. Likewise, no turns will be based solely on mileage reference.

R-6.3.4. Distance/Speeds. All distances and speeds will be specifically in both miles/miles per hour and kilometers/kilometers per hour.

R-7. ODOMETER CALIBRATION RUN

The first part of the rally will be an official odometer calibration run to allow each team to compare its odometer reading with the official mileage. The run will be at least ten (10) miles (16 kilometers) long, and the route instructions will provide adequate, official, intermediate mileage reference points. Adequate time (stipulated in the route instructions) will be allowed at the end of the run for contestants to make all necessary odometer calibration calculations.

R-8. CONTROLS

The two types of timing controls (checkpoints) will be the open control and the Do It Yourself Checkpoint (DIYC). The exact location of these may or may not be known to contestants before they reach it. A timing control marks the end of one leg of the rally and the beginning of the next, if any. There will be at least five (5) timing controls (checkpoints) and no more than one half of them may be of the DIYC type. (See appendix VII for further information). No more than one DIYC timing control shall occur in succession without an intervening manned control.

R-8.1. Open Controls (Manned Checkpoints)

R-8.1.1. Location of Open Controls. Open controls will be located on the right side of the road relative to the rally route. Controls will be identified and the timing line will be visible. Open controls will be away from congested or high-traffic areas and not in or immediately after a lengthy no-passing zone nor in an area where the speed limit is less than the current rally average speed.

R-8.1.2. Leg Information. Each open control station will provide to contestants: their arrival time (time slip) plus the official mileage and the official elapsed time for the leg just completed. Also, either at the end of each leg or at the end of the entire rally, each team will be provided a log showing the official distance and time for each speed change. Each team will also receive a critique explaining the correct course and any “traps” used by the Rallymaster. If a log and critique are provided at each control station, the information will be for the leg just completed, plus any DIYC’s since the last manned open control. If the log and critique are provided at the end of the entire rally, all legs will be included.

R-8.1.3. Control Departure. Each team’s departure time will be assigned by the control station personnel. The departure time will be at least three minutes after the arrival time. Extra time will not be granted for a contestant’s convenience. Control station personnel will identify in writing the next route instruction to be executed and the departure speed to be used.

R-8.1.4. Closing of Controls. Manned controls will remain open at least 30 minutes after the perfect arrival time of the last rally automobile leaving the previous control (or leaving the start - in the case of the first control) unless all automobiles are known to have cleared the control.

R-8.2. Unmanned Timing Controls (DIYC).

R-8.2.1. Location of DIYC Controls. DIYC controls will be located on the right side of the road relative to the rally route. Controls will be identified either in the Route Instructions by an instruction indicating “DIYC” or by a clearly marked and easily visible sign on the right side of the rally route indicating “PCA Rally DIYC”. DIYC’s will be away from congested or high-traffic areas and not in or immediately after a lengthy no-passing zone. There will be sufficient safe stopping area for at least eight (8) automobiles after the DIYC. DIYC instructions contained within the Route Instructions will refer to accurately defined signs or landmarks as a reference point for the DIYC.

R-8.2.2. Procedures for DIYC Controls. At a DIYC, write the time you figure you should arrive (in hours, minutes and seconds), (HH:MM:SS) on the DIYC slip provided in the appropriate TIME IN location. Add exactly 3:00 minutes to this arrival time and write that time in on the TIME OUT location on your DIYC slip. This is your departure time from this DIYC, beginning the next leg. Continue the rally with the following instruction. Rallyists should pull ahead several automobile lengths beyond the DIYC point, to allow room for other rallyists while completing their paper work. Rallyists must write their arrival on the control card before entering the next manned control, or it will be scored as having missed the DIYC. DIYC times may not be changed after entering the next manned control. All times must be entered in hours, minutes and seconds.

R-8.2.3. DIYC Control Departure. Each team should leave the DIYC at the time they entered on their control card (exactly 3:00 minutes after their arrival time). Departure speed is the indicated CAST for the DIYC instruction or previous CAST if none is given.

R-8.2.4. DIYC Leg Information. The next (after the DIYC) timing control station must be a manned open control. This control will provide to rallyists a log showing the official distance and time for each speed change on the DIYC leg.

R-8.2.5. DIYC Example. Route Instruction reads 'DIYC at “Stop Ahead”'. Were you to arrive at this sign at 8:46:45 (8:46AM and 45 seconds), you would write your time in (8:46:45) in the first available TIME IN space on your control cards and then write your time out (8:49:45 = 8:46:45 + 3:00 minutes) in your first available TIME OUT space on your control card. Pull up a bit and then leave the DIYC point at exactly that out time.

Example Control Card:

	LEG 1	LEG 2	LEG 3
TIME IN	8:35:54	8:46:45	
TIME OUT	8:04:00	8:40:00	8:49:45
ELAPSED	0:31:54	0:06:45	

R-8.3. Manned Route Controls

A manned route control may be either on-course or off-course. Automobiles arriving at such a control may receive special instructions designed to bring on-course and off-course automobiles together again. If such controls will be used, the “generals” will include a detailed description of the procedure to be used.

R-9. DELAY ALLOWANCES**R-9.1. Delay Requests**

Any reasonable request for a time delay will be granted. Contestants should use a time delay any time they fall behind schedule. The purpose of the time delays is to avoid speeding or dangerous driving on public roads.

R-9.2. Delay Amounts

Time Delay Amounts should be requested in increments of whole minutes (1:00, 2:00, 3:00, 4:00, etc.). Please use the Time Delay Request form(s) provided with your rally instructions.

R-9.3. Submitting Delay Requests

A delay request must be written before reaching the next open control. The delay request must be presented at the first open control reached after the delay. The delay request must be presented before receiving a timing slip from that control.

R-10. COMPETITOR'S RULES

Compliance with the following rules is mandatory.

- (a) Conduct/Driving. See the General Rules under G-5. "Causes for Disqualification", G-9.5.3. "Automatic Disqualifications" under "Protests" and G-6.1. "Traffic Laws". "Unsafe" driving is as determined by the even chairman.
- (b) Driver's License and Age - Every driver must be at least 18 years of age and hold a valid driver's license (See G-2. through G-2.4.)
- (c) Number of People in Automobiles - Each automobile must have a driver and a navigator, both of whom are PCA members (or JPP or CAFD Parade entrants) and Parade registrants. No other passengers are allowed.
- (d) Traffic Violations - Entrants may be disqualified or otherwise penalized for in-motion traffic violations.
- (e) Accident - Entrants may be disqualified or otherwise penalized for being at fault in an automobile accident.
- (f) Passing - Passing within sight of a control station is permissible provided the passing is neither dangerous nor illegal.
- (g) Creeping - Unless permitted or required by the route instructions, stopping, within site of a checkpoint is not permitted. Also, if an automobile is approaching so slowly that the checkpoint workers judge that the automobile is creating a traffic hazard, the crew will wave in the automobile. If the automobile does not immediately accelerate, the penalty for stopping will be imposed. No penalty will be imposed if the stop was needed for safety or legally required.
- (h) Control Station Procedures - Contestants must pass the timing line (for their time to be taken and stop where so instructed to receive the timing slip and other instructions (See R-8.1.2. "Leg Info" and R-8.1.3. "Departure") The procedures to be followed at control stations will be explained in the "generals."
- (i) Delay Requests – Requests are allowed to maximize the safety of the event.
- (j) Automobile Numbers - Assigned automobile numbers must be in place before starting the rally.
- (k) Following - Entrants may be disqualified if found following another rally automobile rather than using the general and route instructions to determine the route.
- (l) Equipment - Any team found in possession of equipment not allowed in its class will be disqualified. (See R-2. for equipment allowed)
- (m) Seat Belts - All vehicle occupants must wear seat belts during the rally.
- (n) Pre-runs – Entrants who chair, design or preview the rally course, as a driver or passenger, are ineligible to compete.

R-11. TIMING AND SCORING**R-11.1 Timing**

R-11.1.1. Measure of Arrival Time. Times of arrival at all timing controls will be taken to the nearest second and expressed in hours, minutes and seconds (HH:MM:SS).

R-11.1.2. Missed Controls. A team physically missing one or more consecutive controls will be timed at the next control station reached. (See R-11.2.3.)

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R-11.2. Scoring

R-11.2.1 Leg Score. The basic penalty (score) for arrival either early or late at a control will be one point per second, up to a maximum of 300 points (5 minutes), excluding any other penalties. Being early at one timing control cannot be offset by being late at another timing control. Each leg of the rally is started with a zero error.

R-11.2.2. Maximum Duration for Intended Traps. The maximum duration for traps on closed loops shall be less than 5 minutes.

R-11.2.3. Missed Control Score and Penalty. A penalty of 1 point for each second early or late at each control shall be imposed up to a 300 point maximum (5 minutes) leg penalty or 300 points (5 minutes) for each leg involved in missing a control.

R-11.2.4. Other Penalties. Penalties for other reasons may be imposed at the discretion of the Rallymaster, subject to the approval of the PCR Committee Chairman or his designated representative. A detailed schedule of all penalties will be included in the general instructions. Possible penalties, for example, include points for entering an off-course route control, creeping in sight of a control, or entering a control from the wrong direction.

R-11.2.5. Total Score. Each leg will be scored separately. Total score equals the sum of the leg scores plus any penalties. Errors, early and late, are cumulative. Error on one leg may not be compensated during succeeding leg(s).

R-11.3. Tied Scores

Ties will be broken by comparing the tied contestants' scores at each control. The team with the lower score at a given control will "win" that leg, and the team winning the most legs will be awarded the better finishing position. In the event a tie still exists, scores of tied teams will be compared by control in inverse order, and the team having the lowest score at the first control at which the scores differ will be awarded the higher finishing position in the rally. Ties will only be broken when a trophy is involved.

R-11.4. Posting of Scores

Rallyists will be notified on or before rally day of the time and location where official scores will be posted. Individual scoring irregularities must be reported to the rallymaster or authorized representative no later than one hour after the official scores are posted in order to resolve mathematical errors. Individual scoring errors are not protestable.

Technical and Historical Quiz

The technical and historical quiz is a written test given to determine entrants' knowledge of their Porsche automobiles and other general information not necessarily related to any particular Porsche model. This may include many aspects such as history, racing, model differences, technical area, the Porsche company and family information and PCA history. All entrants will begin the test at the same time. The test will consist of 75 questions (not including tie-breakers) and will be allowed ninety minutes to complete. The date, time and place will be included in the Parade schedule.

Q-1. REFERENCED RULES

The rules referenced below apply to the tech quiz:

- (a) Eligibility (See G-2.1. through G-2.6.)
- (b) Protests (See G-9. through G-9.3.2. and G-9.7.)
- (c) Awards (See G-11.1. and G-11.5.)
- (d) Entrants must complete on-site Parade check-in before the event or they will not be allowed to compete. Entrants classification or classification changes must occur no later than one day before the event starts. (See G-2.4.1.)

Q-2. CLASSIFICATION

Each competitive entrant (and non-competitive entrant eligible to take the quiz) may take the quiz of his/her choice. Men and women will compete for separate awards for equivalent classes; i.e., there will be a first place, etc. for men and a first place, etc. for women in each class. Men's and Ladies classes are designated with a suffix "M" or "L" respectively as appropriate for each class as designated below (example: Q01L or Q01M).

The classes are:

Q01 356 and Limited Production – Through 1965

Q02 Early 911, 930, 912 (& 912E) and Limited Production based on these series - from 1965 through 1977.

Q03 Mid-911 (& Turbo), 930 and Limited Production - From 1978 through 1989 based on these series.

Q04 911 C-2/C-4 and later 911 (993) Carrera, 964 and 993 Turbo and Limited Production - From 1990 through 1998 based on these series.

Q05 911 Carrera (996/997/991 incl. Turbo) and Limited Production based on these series.

Q06 914/4, 914/6 and Limited Production based on these series.

Q07 924, 928, 944, 968 and Limited Production based on these series.

Q08 Cayenne, Panamera, Macan and Limited Production based on these series.

Q09 Boxster (986/987/981) and Cayman and Limited Production based on these series.

Q-3. CONTENT

Q-3.1. Format

The test format will be true/false, multiple-choice or a combination of these. There will be no essay type questions. The test will have 75 questions, exclusive of the tie-breaker questions. All quizzes will have the same number of questions. The tie-breaker questions will be general in nature and the same for all quizzes.

Q-3.1.1. There will be 50 general questions and 25 model specific questions for all quizzes.

Q-3.1.2. There shall be an equal number of true/false versus multiple-choice questions for each model specific section of the quiz.

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Q-3.2. Sources

The questions will be based on information compiled from approved factual references. Copies of the reference materials will be available for contestants' examination after the quiz. The National Tech Committee and National Historian will have reviewed the tests.

References may include the following as well as other readily obtainable materials: Excellence Was Expected (all editions), Panorama, Up-Fixin and the Porsche Club of America Competition Rules for the general quiz questions. Model specific questions may be based on information from the above sources as well as Porsche owner's manuals, Porsche sales brochures, Porsche technical specification books and Porsche factory workshop manuals.

A list of all sources used to create the quiz will be made available to all entrants at least two months before the Parade.

Q-4. COMPETITOR'S RULES

- (a) Conduct (See G-5.1.)
- (b) Schedules (See G-5.4.)
- (c) Entrants who write or review sections of the tech quiz shall be ineligible from taking those sections of the tech quiz.

Q-5. SCORING

- (a) Each entrant will be given two scores based on their correct number of answers for general history and model specific questions. For the overall Technical and Historic Quiz Award, the scores will be weighted heavily toward the general history questions; for the model specific class awards, the scores will be heavily weighted toward the model specific questions. For the overall award score, three points will be given for each correct general history question, and one point for each correct model specific question. For the model specific class awards, one point will be given for each correct answer for general history question and three points for each correct model specific question. The tie-breaker questions will be scored separately from the main test and such scores will not be added to the test scores. The tie-breaker scores will be used only to determine finishing positions where test scores are identical. In the event that the tie-breaker scores are also identical, the tied contestant who

answers more model specific questions correctly will receive the better finishing position for model specific awards and the tied contestant who answers more general history questions correctly will receive the better finishing position for overall awards. If a tie remains unresolved, the tied contestants' answers for the general portion of the quiz will be compared, starting with the first general answer. The contestant who first answers a question correctly, where the other contestant answers incorrectly, will receive the better finishing position.

- (b) Score sheets shall be collected and/or turned in upon leaving the test room. Score sheets shall be scored within a reasonable amount of time after the quiz. Scores shall be given to the contestants at that time and are not considered official. The posting time and place of the Official Scores will be identified in the schedule or in the Parade packet and will be announced to contestants before the quiz commences. Official Scores shall be posted no less than two hours prior to the opening of the award festivities event and are not protestable. The Tech Quiz chair or his designated representative shall be present for one hour after score posting to correct any mathematical errors. (See G-9.7.)
- (c) An on-site Scantron or similar scoring machine is required.
- (d) Any question/answer found to be in error will cause that question number to be removed from all quizzes.

Q-6. OFFICIAL ANSWER SHEETS

An official answer sheet and bibliography of the source materials will be furnished to each contestant following the quiz.