



**Autocross,
Drivers Education
&
Time Trial
Rules
2009**

General

I PURPOSE

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

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

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

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

II GUIDING PRINCIPLES

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

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

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

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

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

The Zone 8 Rules committee espouses the following:

- Fairness to entrants

- Encourage the regions to put on events
- Encourage attendance at ALL events
- Make the rules clear and very hard to misinterpret
- Keep the rules stable
- Keep the events fun

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

III TERMS

- A. Zone Representative – The Zone Representative is a Porsche Club of America (PCA) national staff member, appointed by the Executive Council. The Zone Representative’s role is that of management consultant for the regions and liaison between the regions and national.
- B. Zone Staff – The Zone 8 Representative shall establish committee chairpersons as necessary to assist in the administration of zone activities and to further zone objectives.
- C. Protest Committee – This committee shall consist of the Regional Event Chairperson, the Zone Event Chairperson and the Zone 8 Representative. If any of these positions are duplicated or unavailable, the members present may select any region president, board officer, or other Zone 8 Staff member without a conflict of interest to stand in.
- D. Competition Committee – The Zone 8 Representative shall establish a Competition Committee to provide general guidance to regions hosting zone events. This committee is typically made up of members of the Zone 8 Staff.
- E. Rules Committee – The Zone 8 Representative shall establish a Rules Committee to oversee the process to modify, adapt and improve the rules set forth herein. This committee is typically made up of members of the Zone 8 Staff.
- F. Porsche – A Porsche is defined as an automobile body and suspension which is, basically, as manufactured by or designated as a Porsche automobile by Porsche AG 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 Porsches for event purposes.

IV RULE REVISIONS

- A. Suggestions for improving these rules are encouraged. These rules undergo a process of continuous improvement. The rule revision process is customer driven, that is, the membership drives any revision to the rules.

The people that have to live within the rules have a voice in their creation and modification.

- B. Each year there will be a rules proposal period during which suggestions for rules changes should be sent to the Zone 8 Rules Coordinator. Suggestions received during this time period will be placed on the Zone 8 website for review and comment so that all members of the Zone can be a part of the rules making process. After the rules proposal period there will be a comment period where further comments can be made, which will also be posted.

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

At least 30 days prior to the Fall Presidents meeting the final rules proposal will be distributed to the region presidents and posted on the Zone 8 website. Presidents will then vote to approve or reject the proposals at the Fall Presidents meeting. All members of Zone 8 are encouraged to contact their Region President and express their thoughts on the proposals prior to this vote. Rule changes will go into effect on the following January 1, unless otherwise stated. Dates for the opening and closing of the proposal and comment periods shall be announced early each year and placed on the Zone 8 website.

- C. Editorial changes for the purposes of administration, organization, updating facts and details, clarification and/or correction of errors are not considered changes in the rules. The Rules Committee reserves the right to make changes of this nature at any time.

V COMMON

- A. Regions are highly encouraged to pay particular attention to new members and first time attendees at their events. The first event a member attends often sets the tone for their overall experience with the club. By paying careful attention to providing them with a friendly welcome and assisting them in navigating these rules as well as event procedures, a region can go a long way towards encouraging their future participation and longstanding club membership. Regions are also cautioned to not be too critical, to show some understanding and flexibility when a new attendee makes mistakes or misunderstands the rules and procedures. Harsh judgments and condemnation can send a participant home with a vow to “never return.” One must be careful to not treat them more strictly than a club regular. Unfair double standards are noticed and disliked.
- B. No deviation in these rules will be allowed for any event in the Zone 8 series unless previously approved and published by the Rules Committee.

Such publication shall be in hard copy or by electronic mailing (or both) to the region presidents.

- C. To cover the cost of year-end series trophies, a \$6.00 fee will be charged to the host region for each entrant.
- D. Event officials may deny entrance or expel an entrant for any reason. Their decision is final. Any member who feels they are treated unfairly should bring the matter to the attention of the host region's Board of Directors and the Zone Representative.
- E. The region event organizers for Zone events are responsible for all event details. Zone 8 Staff members are available for consultation prior to the event. Zone 8 Staff members attending the event may be able to assist as needed.
- F. Results must be mailed no later than 48 hours after the end of the event to: Zone 8 Representative, Zone 8 Web master, Zone 8 Event Chairperson. Results must include full names and region affiliations for all entrants. Additionally, for concours the list of judges working the event must be submitted and for rally the list of workers must be submitted.
- G. Event results and the series standings shall be mailed to entrants who provide a self addressed and stamped envelope at each event. Results can also be seen on the Zone 8 web site.
- H. The Zone 8 Representative and the Zone 8 Event Chairperson must approve any new events or date changes, prior to being added to the Zone 8 calendar. Also new event information must be given to the following as soon as possible:
 - All Zone 8 Presidents
 - All Zone 8 Newsletter Editors
 - All Zone 8 Region Web masters
 - The Zone 8 Webmaster.
- I. Local event chairpersons should be familiar with the following documents provided by PCA national:
 - Region Procedures Manual
 - Event Guidelines – Rally
 - Event Guidelines – Autocross
 - Event Guidelines – Drivers Education
 - Event Guidelines – Appendix
 - DE – Tips for Event Organizers

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

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I INTRODUCTION

A. Rule Guidelines:

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

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

B. Definitions:

1. An Autocross is defined as a single lap-driving event. This applies to practice and timed runs. No passing is allowed and the cars are to be spread out on the track so as to maintain a safe distance between them. Continuous laps are specifically prohibited. The Autocross Chairperson or their designate should evaluate the course prior to the start of the event. If a region determines that its Autocross venue cannot meet the requirement of the One Lap rule, the region event chairperson may request a waiver by sending written supportive comprehensive documentation to the Zone Autocross Chairperson no later than six (6) weeks prior to the event for consideration. The Zone Autocross Chairperson will notify the region no later than three (3) weeks prior to the event.
2. A Drivers Education (a.k.a. Drivers Ed or DE) Event is defined as a continuous lap-driving event. Passing to be permitted as allowed by the event chairperson. These laps are to be untimed as the event is intended as instructional only with no competition. There are no award points assigned for, and no trophies associated with DE events.
3. A Time Trial is defined as a continuous lap-driving event. This applies to practice and timed runs. Passing to be permitted as allowed by the event chairperson.
4. A Gymkhana is defined as a single lap-driving event with “gimmicks” included on the course. This can include a section to be taken in reverse, stopping to pick up or drop off an object, stopping at a specific point, navigating a course without hitting obstacles, parallel parking or other similar driving skill. Gymkhana rules are not covered in this document.
5. A Car Control Clinic (a.k.a. Drivers School) provides instructional activities to teach the skills and techniques necessary to properly, safely and competently control high-performance automobiles. These are typically run under Autocross restrictions and safety rules.

C. Participants must be at least 18 years of age and possess a valid state driver's license, and be in good mental and physical health. For Autocross

only, 16 and 17 year olds may participate according to the rules of the Junior Participation Program. The JPP program is documented in the Region Procedures Manual, distributed annually by PCA national and on the national website.

- D. An entrant may drive more than one car. However, they must use the same car throughout an assigned run session. Drivers of multiple cars will not be assigned extra run sessions, so that all entrants will be entitled to approximately the same amount of track time. Only one car may be used during Timed Runs. This car is the official entry and must be classified correctly. Regions may impose additional entry fees for the privilege of driving multiple cars. If an entrant's official entry becomes disabled he/she may substitute a car of a lesser or equal class if competing for award points. If the entrant chooses to change classes as a result of changing cars, he/she will not receive any trophies or award points in the original class.
- E. All entrants must have numbers (readable by corner workers) on both sides of the car before entering the track. (8" height minimum, 1" width minimum for Time Trials and DE; 6" height minimum, 1" width for Autocross). Numbers are suggested on the front prior to timed runs. Contrasting background is suggested for all numbers.
- F. Infractions of the rules, unsportsmanlike conduct or gross negligence by an entrant and/or any crew or guests may be cause for expulsion from the event. If damage is caused, the individual(s) determined to be at fault may be expelled from the event and / or have their permit revoked. No alcohol or drugs will be consumed at the site during the event. Consumption of alcohol or use of drugs by any participant on or off the site during the event will result in expulsion. The Event Chairperson's decision on these issues will be final.
- G. Any gasoline or gasoline mixture may be used and must be stored away from the hot pit area at a location specified by the Event Chairperson at all driving events. No refueling in the "hot pit" or grid area. Nitrogen, alcohol, and/or oxygen-bearing additives/supplementary induction are prohibited except EPA mandated additives in pump gas.
- H. All chassis and engines must be Porsche. All bodies must be production based Porsches other than class X. Cars other than Porsches may be allowed to enter in class X at the discretion of the event chairperson. These cars must meet the same technical and safety requirements as Porsches. (See Section XIII Part V)
- I. Open cars are defined as Cabriolets, Roadsters, Speedsters, Boxsters, or any other car with a soft-top or a removed top. 911 Targas, 914's, and cars with sunroofs are not considered "open".
- J. It is the responsibility of the entrant to ensure the vehicle conforms to applicable exhaust noise requirements (varies with location of event). If a

vehicle cannot be made to conform to the dB limit, it may not be allowed to run. It is advised that the Event Chairperson publish the dB limit in the advertisement for the event.

- K. A “Taste of the Track” program may be implemented. This will allow a person to ride in the passenger seat of an instructor’s car during a run session (for instruction only). The participant will register for the event, pay an entrance fee, and sign the insurance waiver. The Event Chairperson must approve all participants and instructors for this program.
- L. A “Track Tour” program may be implemented. This will allow entrants to tour the track at reduced speed. The driver must have a valid driver’s license, register for the program, pay an entrance fee, and all vehicle occupants will sign an insurance waiver. There is no age restriction for passengers. Under age passengers must have a responsible adult sign the waiver for them, and shall use DOT approved restraints appropriate for their age and weight. All occupants will use at least DOT seat belts. The Track Tour program will be run separately from other run groups and may be run without corner workers. There will be enough pace cars well spaced in the track tour group to keep speeds well below “track speed,” with a maximum speed of 65 mph suggested. Participating vehicles are not limited to Porsches. All participating vehicles must be approved by the chief tech inspector as generally roadworthy.
- M. Driver meeting attendance is mandatory.
- N. For Autocross and Time Trial in-car timing is allowed using a “Hot Lap” or equivalent system. In DE events, this is allowed for Experienced Drivers, however, no lap timing of Novice Drivers shall occur. This restriction on lap timing is recommended for Novice Drivers in Autocross and Time Trials as well. In car stopwatches are not allowed.
- O. In-car video cameras are allowed, but they must be firmly attached to the car and may not be touched by anyone in the car during a run session or lap.
- P. All pets and children under the age of 18 must be under the control of an adult at all times. Loitering, young children and/or pets will not be allowed in the hot pits.
- Q. If two people are in a car, one must be an approved event instructor, and the other must be a registered entrant in the event, for the sole purpose of instruction. (Unless participating in a “Track Tour” program, see Section I Part L.)
- R. The maximum speed in the paddock area is 10 mph.

II DRIVING EVENT CLASSES

- A. Classifying a car is a multi-step process. First the entrant must determine the base class from the list in Section II Part B. Then the entrant must

check for modification points in Section III and add up the point total to calculate the correct class. As the car progresses in class due to modification points, the class designation is changed according to the definitions in Section II Part C. The chart in Section II Part D shows how points are applied to the base class to determine the final class.

B. Cars shall be placed into “base classes” according to the following chart:

- A All push-rod 356, 912, 914 1.7 & 1.8
- C 914 2.0, 912E, 924
- F All 4-Cam 356, ‘65-‘68 911 & 911L 2.0, ‘69-‘71 911E 2.0 & 2.2, ‘68-‘73 911T 2.0, 2.2, & 2.4
- G 944 2.5 & 2.7, 924S 2.5, 924 Turbo 2.0, 944S 2.5
- H ‘67-‘69 911S 2.0, ‘70-‘71 911S 2.2, 914-6 2.0, ‘74-‘77 911 & 911S 2.7, ‘74-‘75 911 Carrera 2.7
- I ‘78-‘83 911SC 3.0, ‘72-‘73 911S 2.4, ‘72-‘73 911E 2.4, ‘78-‘84 928 & 928S
- J ‘84-‘89 911 Carrera 3.2, ‘86-‘88 944 Turbo 2.5, ‘85-‘86 928S, ‘89-‘91 944S2 3.0
- K ‘76-‘77 930 Turbo, ‘87-‘95 928 (all), ‘88 944 Turbo S, ‘89 944 Turbo, ‘89-‘94 964 Carrera 2&4, 968
- L Boxster 986
- M 986 Boxster S, 987 Boxster, Cayman
- N ‘78-‘92 930 & 911 Turbo, 993, ‘99-‘01 996, 987 Boxster S, Cayman S
- O ‘02-‘04 996, 997 Carrera
- P 1994 911 Turbo, 993 Turbo, 996 Turbo, 997 Carrera S, 997 Turbo
- Q 996 GT2, 996 GT3, 997 GT2, 997 GT3

The following classes do not participate in class progressions:

Novice 1

For drivers with any vehicle that would fall into classes A through K, with any level of modification.

Novice 2

For drivers with any vehicle that would fall into classes L and M, with any level of modification.

Novice 3

For drivers with any vehicle that would fall into classes N through Q, with any level of modification.

These classes are for novice drivers (in Autocross only). Therefore these classes are only for drivers with no performance driving experience within the last five years. Drivers are only eligible to participate in these classes for their first 6 events, after which they will be required to move to the correct class for their car. Moving to the correct class prematurely does not

extend this number. Drivers are required to have all necessary safety equipment as required by their correct class.

Cayenne All Cayenne models

Panamera All Panamera models

These two classes are intended for cars with original equipment. These classes are open to any car in as-delivered from the factory condition. Any factory original equipment, whether stock or optional is allowed.

Aftermarket wheels are also allowed, including any resulting increase in tire width or track, however, Section XIII Part J requires that the tire must be covered by the fender. Any modification otherwise disallowed by Street Stock classes K-Q is also disallowed here. Other modifications may also be disallowed or may be cause for disqualification, at the discretion of the Safety Tech Chair. Safety equipment shall be that required for the Street Stock classes. The car must be registered for street use. *These rules and restrictions may be revised as experience with these cars accumulates and if their popularity at events grows.*

944 Spec

944 Cup

944 Super Cup

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

Boxster Spec

Boxster Spec X

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

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

X

This is an exhibition only class. No award points or trophies are awarded in this class. This class is for factory race cars and exotics such as the 924GT, 924GTS, 911RSR, 934, 935, 550 Spyder, 959 and the Carrera GT. This is also a class for those who want to have fun running their car but do not want to interfere with other participants' effort to win series points or awards. This class may be used by non-Porsche cars. Safety equipment requirements are outlined in Section XIII Part V

C. Class progression definitions are as follows:

1. STREET STOCK CLASSES

Street Stock is divided into two sub-classes, roughly based on vehicle age:

A. For classes K - Q. The purpose of this sub-class is to provide a class for the newer car that is kept "as is" and that has very few options or aftermarket improvements. The car must be registered for street use.

This class is open to any car having 0-2 modification points inclusively (as determined in Section III) except that the following modifications are not allowed in Street Stock:

- a) Any DOT street legal tire with a tread wear rating of less than 140 (even if delivered as stock factory or OEM equipment)
- b) Any tire that is not street legal
- c) Modification or removal of catalytic converter
- d) Modification or replacement of factory airbox or filter to increase flow
- e) Headers
- f) Any non-stock suspension improvement (including, but not limited to, items in Section III Parts N, O, P, Q, R, S, Y, AA)
- g) Aftermarket mass airflow kits
- h) DME chips
- i) Modifications that require 100+ octane fuel
- j) Lightweight flywheels
- k) Removal of weight, and/or redistribution of weight (other than for Section XIII Part L)

B. For classes A – J. The purpose of this sub-class is to provide a class for the older car where "as delivered" condition is near impossible to maintain due to the un-availability or extreme expense of OEM parts. The car must be registered for street use.

This class is open to any car having 0-6 modification points inclusively (as determined in Section III) except that the following modifications are not allowed:

- a) Any DOT street legal tire with a tread wear rating of less than 140
- b) Any tire that is not street legal
- c) Aftermarket mass airflow kits
- d) DME chips
- e) Modifications that require 100+ octane fuel
- f) Lightweight flywheels
- g) Removal of weight, and/or redistribution of weight (other than for Section XIII Part L or unavailability or impracticality of OEM parts, such as bumper replacement. Points must be taken for the latter, as applicable.)

2. STOCK CLASSES (0-8 Points)

Any car having from 0 to 8 modification points inclusively (as determined in Section III). Race tires (slicks) are not allowed in this class.

3. PREPARED CLASSES (9-20 Points)

Any car having from 9 to 20 modification points inclusively (as determined in Section III). Race tires (slicks) are not allowed in this class.

4. IMPROVED CLASSES (21-40 Points)

Any car with from 21 to 40 modification points inclusively (as determined in Section III)

5. MODIFIED CLASSES (41-54 Points)

Any car with from 41 to 54 modification points inclusively(as determined in Section III)

6. R CLASSES:

R-1 (55-74 Points)

Any car with from 55 to 74 modification points inclusively (as determined in Section III)

R-2 (Over 74 Points)

Any car with over 74 modification points (as determined in Section III)

D. Classification changes due to modification point totals:

0-2		0-8		9-20		21-40		41-54		55-74		75+
QS/S	⇒	QS	⇒	QP	⇒	QI	⇒	↴				
PS/S	⇒	PS	⇒	PP	⇒	↴		↓				
OS/S	⇒	OS	⇒	OP	⇒	OI	⇒	↴				
NS/S	⇒	NS	⇒	NP	⇒	↴		↓				
MS/S	⇒	MS	⇒	MP	⇒	MI	⇒	↴				
LS/S	⇒	LS	⇒	LP	⇒	↴		↓				
KS/S	⇒	KS	⇒	KP	⇒	KI	⇒	KM	⇒	↴		
JS/S	⇒	JS	⇒	JP	⇒	↴				↓		
IS/S	⇒	IS	⇒	IP	⇒	II	⇒	IM	⇒	↴		
HS/S	⇒	HS	⇒	HP	⇒	HI	⇒	↴		↓		
GS/S	⇒	GS	⇒	GP	⇒	↴		↓		↓		
FS/S	⇒	FS	⇒	FP	⇒	FI	⇒	↴		↓		
CS/S	⇒	CS	⇒	CP	⇒	↴		↓		↓		
AS/S	⇒	AS	⇒	AP	⇒	AI	⇒	AM	⇒	AR-1	⇒	AR-2

E. Women may choose to compete in classes on an equal basis with men, or they may have their own classes, appending the suffix "L" to any class listed in Section II Part D. This option is also available for the novice classes.

F. Entrants may compete in a higher class as long as the car conforms to the rules for that class. Cars may move up vertically or horizontally, but not backwards, into a higher class. A car in class CP, for example, may run in AI or FP, but not in FS. Anyone electing to run in a higher class must have

competition in that class in order to receive award points for the event.

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

III ASSESSMENT OF MODIFICATION POINTS

“Stock” is intended to be defined as US-specification base model Porsches. Equipment available on a “Stock” car is not assessed modification points. “Non-stock” equipment includes both factory optional equipment and aftermarket products. Any “non-stock” equipment on the following points list is assessed modification points. This typically is equipment considered to improve or enhance performance.

Any car listed in Section II Part B, classes A-Q is considered a base model Porsche. Any car not listed (ignoring those listed in classes X, Panamera or Cayenne) is considered a base model with options and must take points for any different equipment as listed in this section. As an example, the 993 C4S is therefore considered to be a 993 with options.

For example:

- A 996 TT that was ordered with an X-50 package would have to take modification points for increased horsepower.
- Adding 924 Turbo brakes to a non-turbo 924 would add modification points for bigger brakes.
- Turbo-look cars must take all modification points for modifications beyond that of the base model car. For example a 993 C4S must take points for increase of track, increase in tire width, LSD, non-stock brakes and non-stock aerodynamic device.
- A Zero option RS America must take modification points for non-stock aerodynamic aids and the M 030 suspension.

European models must take any modification points based on differences from the US-model base classes. For example a 1980 Euro 911 SC would have to take points for increased compression and induction system modifications. Or, if no other modifications are present, points may be taken for the increase in horsepower.

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

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

To run in Street Stock, any enhancements or performance improving equipment must not be on the exclusion list and must not exceed the allowed points range as described in Section II Part C.1. For purposes of assessing modifications, tires and wheels are not considered to be suspension components.

Unless explicitly stated below, the points are cumulative and concurrent, not exclusive. For example, if the entrant has added shocks with external reservoirs and lowered the suspension through welding he/she must take 2 points for Section III Part N and 2 points for Section III Part Q, totaling 4 points for suspension improvements. Unless specifically stated otherwise, there is no justification for ignoring points for listed modifications.

For any item below that has an “and/or” clause, while the entrant must take the points listed for any individual portion of the modification described, they are not assessed any more than that if they make a combination of the modifications described. For example, from Section III Part Q, if the entrant lowers the suspension through welding, he/she must take 2 points. If the entrant changes the springs/torsion bars, he/she must take 2 points. However, if they do both, they are only assessed 2 points. Thus the points is both a minimum and a maximum for anything described in that item.

- A. Tire sizes (widest tires on car) beyond the base sizes will be assessed points (even if delivered as stock factory or OEM equipment) according to the chart below. Note: Considering that most classes encompass several car models, this does not intend to suggest what "stock" tires are or were available, or to imply that all models within a class came with the same size tires, but rather to serve as a basis for assessing points. Consequently, some models will be assessed points for tire width despite having “stock” factory tire sizes.

CLASS	BASE (0 pts)	+2 pts	+4 pts
A	under 210	210-225	over 225
C	under 210	210-225	over 225
F	under 210	210-225	over 225
G	under 230	230-245	over 245
H	under 210	210-225	over 225
I	under 230	230-245	over 245
J	under 245	245-255	over 255
K	under 260	260-275	over 275
L	under 270	270-285	over 285
M	under 270	270-285	over 285
N	under 270	270-285	over 285
O	under 290	290-315	over 315
P	under 290	290-315	over 315
Q	under 325	325-340	over 340

- B. Increase in track of over 2" 2
- C. Soft compound high performance tires (DOT Street legal) with a
 DOT tread wear rating of 50-139 2
 DOT tread wear rating of 49 or less 4
- D. Race tires or slicks, defined as non-DOT street legal tires 6
- E. Induction system modification:
 Electronic or CIS to carbs/mechanical injection and/or
 Venturis or fuel distributor/controller other than original 4
- F. Non-stock heads (includes changes in valve size, porting/polishing,
 flycutting, or compression ratio changes by any means) 5
- G. Non-stock camshaft 5
- H. Added turbo or supercharger 15
- I. Increased or adjustable boost, or modifications to the wastegate or
 turbocharger 7
- J. Engine displacement increase:

Percentage of engine displacement increase multiplied by 36 = total points.

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

Example: 2.0L to 2.4L is a 20% increase.

20% x 36 = 7.2, rounded to 8 points

K. Engine horsepower increase:

In cases where entire engines and associated engine components are replaced with a factory engine of higher horsepower, and no modifications are made to this engine, entrants may take the following points instead of Section III Parts E through J.

Points shall also be taken according to this formula for engines that have additional horsepower from modifications not otherwise listed, such as the X-50 option.

Increase in horse power multiplied by 0.22 = total points.

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

Example:

179 hp (911SC) to 247 hp (964 3.6L) motor = 68 hp

$68 \times 0.22 = 14.96$, rounded to 15 points.

- | | | |
|----|---|----|
| L. | Non-stock limited slip differential or “Quaife” type unit | 2 |
| M. | Non-stock gears and/or ring and pinion | 6 |
| N. | Non-stock shock absorbers with remote or external reservoirs, or with more than single-mode adjustability. | 2 |
| O. | Non-stock shock tower stiffening device | 1 |
| P. | Non-stock sway bars | 2 |
| Q. | Non-stock springs/torsion bars and/or any suspension changes to lower a car that require machining, welding, etc. | 2 |
| R. | Non-stock items that allow for increased range of camber adjustment beyond the factory range | 2 |
| S. | Installation of a “Monoball” front suspension or equivalent. | 2 |
| | Not applicable if the “Monoball” is part of an item that is assessed points under Part R of this section. | |
| T. | Tube framed cars (having extensions of roll cage to suspension pickup points or where the roll cage is not entirely contained within passenger compartment) | 10 |

Exception being cars having roll bars attached to the upper rear strut mount when being contained within the passenger compartment.

Example being 928 and 98- 911.

Top strut mounting is not a suspension pick-up.

- U. Non-stock wing, and/or front lip and/or spoiler 2

Once an aerodynamic modification is made, both ends of the car should be improved to preserve balance.

- V. Removal or alteration of windshield (other than replacement with lighter weight materials) 6

- W. Non-stock brakes (other than drilled/gas slotted stock rotors, brake pads, or master cylinder) 2

- X. Weight of the car below the base car curb weight is assigned these points:
- | | |
|------------|--------|
| 0 – 50 lbs | 0 pts |
| 51 – 150 | 4 pts |
| 151 – 250 | 8 pts |
| 251 – 350 | 12 pts |
| ... | |
| Etc. | |

Curb weight is defined as the weight of the base car as listed in the owner's manual. If the manual gives a weight range, for purposes of this section, the lowest weight should be used. For weighing, the car should be ready to drive with all fluids (gas, oil, etc) full, tools, spare tire, jack, etc in the car but no driver. These items do not have to be in the car or fluids full while participating in the event. Anything removed for purposes of Section XIII Part L may be replaced and all fluids may be topped off, as needed, before weighing.

- Y. Adding a US specification M 030 suspension package (springs and sway bars) in its entirety with original factory parts (at the factory or after the fact). 2

- Z. For the 968 only, adding M 030 performance package (springs, sway bars, brakes) in its entirety with original factory parts (at the factory or after the fact). 4

- AA. Non-stock PASM (Porsche Active Stability Management) package (includes springs, shocks), whether or not activated 2

Note: These package deals do not need to take any additional points for their component pieces.

IV MODEL RANGES

Update/Backdate - Major assemblies such as engines, brakes, suspension or transmissions may be substituted with parts from the same series car. Car series are defined in the chart below. Cars that are updated or backdated shall have all major assemblies updated and changed as a whole, or take the appropriate modification points. In order to be eligible for this provision of the rules, the car as modified must be functionally identical (mechanically, physically and aerodynamically) with the model to which it has been updated or backdated. Under those circumstances, the car is eligible to run in the same class as the model to which it has been modified to match.

Examples:

- If a zero point 1973 911 E has all major assemblies converted to those of a 911 T, than it may run as a zero point 911T (moving from class IS/S to FS/S)
- A zero point 1973 911 E may convert some, but not all, major assemblies to that of a 1973 911 T. It must take the points for modifications for the un-converted assemblies, which will push it out of Street Stock.
- A modified 1973 911 E running in IM may recalculate it's points as if it was a 1973 911 T, moving it from class IM to the appropriate F or A class for the resulting points total.

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	1965-68
	Any 911 Model	1969-73
	Any 911 Model	1974-77
	911SC	1978-83
	911 Carrera	1984-89
	911 Carrera 2	1990-94
	911 Carrera 4	1989-94
	911 Carrera (993)	1995-98
	911 Carrera (996)	1999-05
	911 Carrera (996 GT3)	2003-05
911 Carrera (997)	2005-On	
911 Carrera (997 GT3)	2006-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	1986-94
	911 Turbo	1996-98
	911 Turbo (996)	2001-2005
	911 Turbo (996 GT2)	2002
	911 Turbo (997)	2007-On
	911 Turbo (997 GT2)	2008-On
944:	944	All
	944S	All
	944S2	1989-91
	944 Turbo	All
968:	968	All
986:	Boxster	1997-04
	Boxster S	2000-04
987:	Boxster	2005-On
	Boxster S	2005-On
	Cayman	2006-On
	Cayman S	2006-On

V ADMINISTRATIVE PROCEDURES

- A. Registration and tech areas will be clearly marked and staffed so that entrants arriving early will know exactly where to go and what to do.
- B. Insurance release forms must be signed by all persons entering the event area before they are admitted.
- C. At or near registration, in a conspicuous place, the following will be posted or distributed:
 1. Schedule for the event.
 2. Course diagram.
 3. Insurance certificate (required being present on site only).
- D. Event chairpersons (or their designates) will collect emergency contact information for entrants along with other registration information for driving events.

VI TIME TRIAL AND DE ENTRANT PERMIT PROCEDURES

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

- A. To be considered "Experienced" and allowed to compete without an instructor, an entrant must have a current PCA Zone 8 Competition Permit.

Other driving credentials will be recognized as qualifying an entrant to obtain a current PCA Zone 8 Competition Permit. These include:

1. A current PCA Zone 7 Competition Permit
2. A current Porsche Owners Club competition permit

3. A current license from recognized racing organizations (PCA Club Racing, POC Cup Racing, SCCA, FIA, etc. -- subject to the Zone 8 Competition committee approval).

Competition Permit renewal requires the applicant to have held a permit in the prior 24 months AND present evidence that he/she has participated in at least one Time Trial/Drivers Ed or equivalent event in the last 24 months. The applicant's statement of event participation will suffice.

If the renewal candidate does not meet these requirements, he/she will need to have approval on a checkout ride by a Time Trial and/or Driver Education Instructor.

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

- B. To participate as a Novice in a Time Trial or DE, the entrant shall demonstrate that he/she has competed in at least eight (8) days of PCA Autocross or Drivers School type events, or their equivalent. This experience shall be accumulated over a period of at least 9 months, but not more than 18 months. Non-PCA events may be acceptable. Participation in a recognized driving school is encouraged. The entrant shall satisfy the Event Chairperson (or designee) that they have these qualifications prior to participating.
- C. Entrants will remain in the Novice category until they have:
 1. At least four (4) days of Zone 8 Time Trial and/or Driver Education experience or the equivalent.
 2. Certification by a Time Trial and/or Driver Education Instructor of successful completion of each day.
 3. Recommendation by a Time Trial and/or Driver Education Instructor to move to the Experienced category.
- D. Novice Procedures
 1. Separate practice sessions should be provided for "Novice" entrants.
 2. Instructors must accompany "Novice" entrants for at least the first three practice sessions.
 3. All "Novice" cars will have an "X" placed across the rear window or in plain view on the rear of the car.
 4. Novice drivers are required to purchase a logbook from the Zone Chief Driving Instructor or the Zone Time Trial / DE Chair. This logbook will document their driving qualifications and experience.
 5. At the completion of the "Novice training," each entrant's logbook will be signed-off by the Chief Driving Instructor or his/her designee, and the entrant will be eligible for a Zone 8 Competition Permit.

- E. A \$10.00 fee will be assessed annually to obtain or renew a Zone 8 Competition Permit. The fee for a Novice logbook is \$10 and this includes the first years Competition Permit (when they are eligible).

VII INSTRUCTOR PROCEDURES

- A. To be qualified to perform duty as a Zone 8 driving event instructor, each candidate must satisfy all of the following:
1. Be so appointed by their Region or Zone 8 Competition Committee.
 2. Have demonstrated the capability to effectively communicate the skills required to drive safely on a track to beginning drivers as measured by the Regional or the Zone 8 Chief Driving Instructor.
 3. For Autocross Instructors: Have completed at least eight (8) days of PCA Autocross or Drivers School type events (or equivalent experience).
 4. For Time Trial / DE Instructors: Have completed at least eight (8) days of PCA Time Trial or DE events (or equivalent experience) or hold a PCA National DE Instructors certificate.
 5. Time Trial and DE Instructors with driver side safety equipment upgraded from that supplied by the factory are strongly urged to have similar upgraded passenger side safety equipment to allow the students to ride along. This is a demonstration of their commitment to being an instructor.
- B. Instructor/Novice Procedures
1. Safety and learning are highly emphasized, not competition.
 2. Whenever possible instructors will be assigned to novice entrants before the event. It would be best if these assignments were made prior to pre-tech (if using) so the instructors can help/advise the novice entrant throughout the entire learning process.
 3. Whenever possible instructors and novices should be from the same region so that a mentorship type relationship can be developed to encourage the novice.

VIII PENALTIES

- A. If cones are used to mark the course, the penalty for hitting a cone during a timed run is an additional two (2) seconds per cone added to the applicable lap time. The Event Chairperson is responsible for insuring that participants understand what cones are included as course markers.
- B. Four wheels off the designated course will constitute a DNF (did not finish).

IX RE-RUNS

- A. During timed runs, re-runs may be granted to entrants whose run is negatively affected by specific situations and circumstances beyond the

driver's control. The re-run is intended to avoid penalizing the entrant in such instances. Valid reasons for granting a rerun include:

1. Timer malfunction;
2. Catching a slower car on course;
3. Interference from a spectator or course worker
4. Red or yellow flag is thrown;
5. Obstruction or disruption of cones or course that forces the driver to alter his/her line;
6. Other circumstances or safety concerns that the event chairperson determines are out the control of the driver, but affect the time of the entrant.

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

- B. Except in the instance of a timer malfunction, the driver must request a re-run by promptly alerting a course worker upon exiting the course and prior to the start of his/her next run. The appropriate person(s) to notify shall be identified at the Drivers Meeting and shall be easily available to the driver when exiting the course.
- C. If an official re-run is given, any pylon penalties from the faulted run are NOT carried over.
- D. Re-runs will not be granted for any run in which the driver earns a DNF (Did Not Finish); a driver cannot erase a DNF by means of a re-run. Timing failure will not be cause for a re-run if the driver earns a DNF.
- E. Re-runs will NOT be granted for mechanical failure of that entrant's car.

X AWARDS

- A. Individual awards are encouraged at Zone Time Trials and Autocrosses. Such awards should include the event description and finish order. Where possible, they should be presented at the site, immediately after the event.
- B. Event Awards (Minimum)
 1. One trophy for classes with two or three cars entered. Trophies may be awarded for smaller (one-car) classes at the discretion of the Event Chairperson.
 2. One additional trophy per two cars entered to a maximum of five trophies.
 3. Participation awards are encouraged but are at the Event Chairperson's discretion
- C. Zone 8 series points for year-end awards will be counted for Zone 8 Autocross and Time Trial events. All events of these series will be scored. To be eligible

for year-end awards the entrant must participate in at least 51% of the year's events.

- D. All entrants are entitled to start two timed laps for Time Trials and three timed laps for Autocross regardless of the timing methods used unless prevented by darkness or inclement weather as determined by the Event Chairperson.
- E. In case of a tie the other timed run(s) will determine the winner. In case of a tie on the other timed run(s) dual series points and trophies will be awarded.
- F. Scoring (Place = Points): 1=20; 2=15; 3=12; 4=10; 5=8; 6=6; 7=5; 8=4; 9=3; 10=2; Finishers=2; DNR/DNF=1; DQ=0. Five (5) points will be awarded to all competitors that otherwise participated in the event, but where club officials canceled timing or the event due to weather or any other decision.

XI PROTESTS

Protests are the formal means to deal with allegations of deliberately ignoring the car classification rules or other unfair behavior. An informal discussion with the Event Chairperson and the concerned parties may resolve the possible protest. This is to be encouraged before a formal protest is filed.

A. Procedure:

- 1. All vehicles must remain unchanged and be available for inspection for 30 minutes following the completion of timed runs.
- 2. Protests can only be made by the Protest Committee or by entrants from within their own class.
- 3. Protests must be made prior to the expiration of the 30-minute inspection period and must be made in writing. A protest fee of \$30.00 cash must accompany any protest made by an entrant. Protest Committee members acting on behalf of a class in which they are not competing are exempt from the fee. If the protest is upheld the fee shall be returned. If the protest is denied it shall be forfeited.
- 4. It is expected that protests be reasonable, based on sound evidence and submitted in the spirit of fairness. If, in the opinion of the protest committee, the protester has acted in a manner inconsistent with the spirit of fairness and good sportsmanship, the protest will be considered to be in bad faith, the protest will be denied and the protest fee forfeited.
- 5. Procedure for protests involving engine or transmission or other disassembly:
 - a. Impound of car: Car owner and Protest Committee.
 - b. Location of tear down: Car owner and Protest Committee.
 - c. Who can perform work: Car owner or mechanic of his/her choice.
 - d. Who can be present: Car owner, mechanic, Protest Committee or its representative, and person making protest.

- e. Deposit: The protester must provide a deposit sufficient to cover the necessary expenses for the inspection.
 - 6. Any car protested must remain unchanged until the protest is decided. Protests will automatically be upheld for any car that is changed. A car found to be illegally represented shall be disqualified.
 - 7. A protest will automatically be upheld if the driver or owner of a protested vehicle refuses to allow inspection of the vehicle.
 - 8. If a car is found to be legal, the deposit is forfeited. If it is found to be illegal, the deposit is returned and the car owner pays the shop.
- B. The Protest Committee will evaluate the facts through various means and make the decision.
 - C. The ruling of the Protest Committee may be appealed in writing to the Zone 8 Competition Committee within five days of the protest ruling.
 - D. Cars or entrants unavailable for protest or inspection as addressed above may have series points or standings withheld pending a decision from the Competition Committee.

XII TRACK SAFETY EQUIPMENT

- A. Medical services:
 - 1. An ambulance staffed with qualified medical personnel is mandatory for Time Trials and DE and recommended for Autocross. If the Time Trial or DE is within an Emergency Medical Service (EMS) jurisdiction that provides a planned maximum response time of ten (10) minutes or less for paramedic service, an ambulance is not required. In that event, the track headquarters shall at all times have a functioning telephone (cellular is acceptable) staffed by a person designated and trained to call paramedic assistance if needed. The Event Chairperson will be responsible for compliance with this requirement.
 - 2. It is highly recommended that appropriate tools for extracting persons from damaged cars be carried in the emergency medical vehicle.
- B. Fire Fighting Equipment:
 - 1. Type 20-BC fire extinguishers are highly recommended at all corner worker stations, and required in the hot-pit area and at pre-grid near the starting line. All corner workers will be specifically briefed on the operation and proper procedures for the use of the fire extinguishers. This is the responsibility of the person in charge of the course workers and will be designated by the Event Chairperson.
- C. Disabled Vehicle Removable Equipment:
 - 1. A tow truck, with a qualified operator, is highly recommended.

2. Some means to expeditiously remove a disabled vehicle from the track is mandatory. The Event Chairperson will designate a vehicle/trailer for this purpose which will be able to react immediately should the need arise. A winch-equipped vehicle/trailer is highly recommended.
- D. Corner worker stations will have:
1. Yellow, red, and passing flags (red and passing for Time Trials and DE only).
 2. A means of communication with the Start/Finish line.
 3. A broom and powdered cement or other substance suitable for drying up oil/water on the track. This can be kept in an emergency vehicle used to react to course incidents.
 4. A fire extinguisher, preferably as described in Section XII Part B.1.
- E. Medical Equipment;
1. A standard, fully equipped first aid kit will be available at all driving events.

XIII SAFETY CONSIDERATIONS

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

- A. For all Autocross entrants and Time Trial / DE entrants in classes Street Stock and Stock, fully functional DOT approved OEM style 3 point seatbelts are required. Factory belts more than 20 years old, or visibly frayed or damaged at any age, must be replaced with new belts. Replacement seatbelts must be DOT approved.

Two point belts are acceptable for Autocross if the car did not originally come with seatbelts or only came with 2 point belts OEM. For Time Trial / DE three point belts are required (when a vehicle does not require a 5 or 6 point harness).

- B. For Time Trial and DE, five or six-point harnesses are required for all drivers and passengers running in any Prepared class or higher and are strongly recommended for all entrants.

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

While an approved competition seat is not required on its own, many harness manufacturers require it for proper harness installation. If harnesses are

installed and the seat is not an SFI or FIA approved competition seat, the entrant needs to bring documentation to prove that the installation follows the manufacturer's instructions.

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

Five and six-point restraint systems over five (5) years old, of questionable condition, design, material, mounting, which are not installed according to the manufacturer's directions, or which are in any way unsafe, will be disallowed.

Anti-submarine straps must be routed through the seat bottom in a hole and routing created by the seat manufacturer or in compliance with the harness manufacturer's configurations, including the angle of the belt.

Models Boxster and 914 must have separate mounting points for each shoulder belt (use of a "Halo" strap or similar device is encouraged if it is part of the harness manufacturer's approved configuration). If the distance from the mounting point to the seat back in the driving position is greater than 18", and this distance is part of the harness manufacturer's approved configuration, crossing the shoulder belts is recommended.

"Y" harnesses are not allowed.

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

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

When not using an approved competition seat, the following must be met:

1. All high back seats, including but not limited to those seats where the headrest is an integral part of the seat must be equipped with a "Halo" strap or similar device attached to the seat back to locate the harnesses if the use of a Halo strap is part of the harness manufacturer's approved configuration. The "Halo" strap fits on the seat back and has sewn in loops to locate the shoulder harness straps. This is not required for approved racing seats that provide proper harness strap slots.
2. "H" style harnesses installed prior to 2004 may remain if they are in good condition and adjustment and if the use of the H style is part of the harness manufacturer's approved configuration.
3. Seats that eliminate substantial contact of the lap belt with the occupant will be disallowed.

Installation guidelines: (In all cases, the manufacturers instructions must be followed when installing harnesses.)

1. Hardware should meet or exceed the strength of standard DOT or SAE approved type. Example: Forged eye bolts with 7/16" SAE threads.

2. Attachments to sheet metal portions of the car must have adequate backing plates. (1-1/2" O.D. washers minimum backing per 7/16" eyebolt.)
 3. Lap belts should be mounted to approximately bisect the angle between the thigh and the spine as viewed from the side. Competition harnesses should be mounted so that the rearward horizontal portion leaves the shoulders at an angle approximately 90 degree to the spine as viewed from the side.
 4. Attachments must be to the car itself and not to the seat frames.
 5. Shoulder harness mounting that depends on the seat back either for position or support in a crash will not be allowed.
- C. All car occupants must wear a Snell approved helmet, which has the current available Snell rating or the one previous Snell rating. If it is a Snell M rated helmet and the occupant is required to wear a driving suit, then the occupant must also wear a nomex balaclava (headsock). Any other helmet currently approved for PCA Club Racing also qualifies. Evidence of this approval shall be provided by the driver, if necessary; such as a current PCA Club Racing inspection sticker or presentation of the Club Race rules.

Face shields or protective goggles are required in all open cars during Time Trials and DE and are recommended for Autocross events. Full face helmets are recommended for open cars.

- D. Entrants in Time Trial and DE must wear full-length pants, long sleeve shirts and full foot closed toe shoes and socks. Hiking type deep lugged soles are not acceptable. This clothing will be of natural fibers, no synthetics allowed except approved fire resistant material.

Time Trial and DE Entrants in all Modified and higher classes are required to wear approved driving suits, gloves, shoes and socks. Leather top athletic shoes, leather gloves and cotton socks may be worn.

Driving suits will be clean and free of flammables.

If a driving suit is required, it must conform to one of the following specifications:

1. SFI 3.2A/5 Two or three layer suit
2. SFI 3-2A/1 or SFI 3-2A/3 with the use of Nomex or Proban underwear
3. Any FIA approved suit.
4. Any suit approved for PCA club racing.

Evidence of approval for items 3 and 4 shall be provided by the driver, if necessary.

NOTE: Military flight suits are not acceptable substitutes for fire retardant driving suits.

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

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

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

- E. For Time Trial and DE roll bars/cages are mandatory in all cars entered in any Improved class or higher, and are strongly recommended in all cars.

All "open" cars in Time Trial and DE are also required to have roll bars/cages, except for Boxsters, 996 and 997 cabriolets in Street Stock and Stock classes. These cars come equipped with adequate factory rollover protection for these classes. In parking lot courses this requirement is waived for all "open" cars in Street Stock and Stock classes.

Boxsters may use a roll bar extension such as the Brey-Krause unit.

When roll bars/cages are required, all occupants helmets must clear a straightedge placed between the top of the windshield frame, directly in front of the occupant's head and the top of the roll over protection directly behind the occupant's head when seated in a normal driving position and restrained by belts and harnesses.

Roll bar minimum dimensions are: Wall thickness .120", diameter 1¼". Full roll cage dimension is 1½" diameter. A 3/16" diameter hole shall be drilled in a non-critical area to allow verification of the wall thickness.

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

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

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

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

- F. Wheel nut or bolt must fully engage the threads on the stud or hub for a length at least equal to the outside diameter of the wheel stud or bolt. The use of open-

ended steel lug nuts is required in “Improved” and higher classes where lug nuts and wheel studs are fitted. The use of open-ended steel lug nuts is additionally required on all cars using lug nuts that have wheel spacers fitted, to allow verification of compliance with this section. The use of open-ended steel lug nuts is encouraged in other cars, especially if non-stock suspension parts or wheels are fitted. Careful attention must be paid when fitting after market wheels to cars with lug bolts to ensure adequate thread engagement. This is particularly important when spacers are used with these lug bolts.

- G. Volkswagen wheels or wheel centers are not allowed except on 914-4's.
- H. Any adapter to modify the Porsche bolt pattern will not be allowed. Drilling of wheel hubs is not allowed. Longer wheel studs/bolts and non-threaded/non-studded spacers are allowed subject to safety inspection. Studded wheel spacers are allowed subject to safety inspection. Porsche Factory studded and non-studded but threaded wheel spacers are allowed in the vehicles in which they are factory installed, subject to safety inspection.
- I. Hubcaps and/or wheel covers must be removed (center caps are ok).
- J. All tires must have at least 2/32nds of tread depth at all points around the tire prior to the event and at least 1/32nds of tread prior to timed runs. All parts of the tire which normally contact the road must be covered by the fender when measured from a vertical drop from the fender edge through the center line of the wheel. The speed rating of the tire must exceed the speed potential of the vehicle at the specific venue where the event is held.
- K. A securely fastened 2.5 Halotron; 2-lb. Halon or 10-BC rated dry chemical fire extinguisher is required for Time Trials and DE. For parking lot courses, this requirement is waived for Street Stock and Stock classes. They are strongly recommended for all cars in all events. They must be fully charged and accessible to the driver. Any built-in or on-board system that meets these minimums is also acceptable. This may include Aqueous Film-Forming Foam (AFFF) systems.
- L. The spare tire, tools and jack may be removed and must be removed if they are not securely mounted.
- M. Doors must remain unlocked and driver's window must be fully open (down). If an instructor or student is in the car, both door windows must be open (down).
- N. All batteries must be securely mounted. The 914 battery may be relocated.
- O. For time trials and DE, sunroofs, convertible tops, or removable tops (Targa tops, removable sunroofs for 924, 944, 968 vehicles) must be in place, fully fastened and closed. If the sunroof, convertible or removable top is not present, or cannot close over the roll bar or roll cage, the use of arm restraints shall be mandatory in lieu of closing the top, in vehicles that require safety harnesses. For all such cars, all occupants helmets must clear a straightedge placed over the opening, as in Section XIII Part E.

- P. For Time Trial and DE it is recommended that all open cars be equipped with arm restraints for all occupants, if not mandated by Section XIII Part O.
- Q. For Time Trial and DE, all vehicles will have functioning brake lights.
- R. All 924/944/968 cars with aluminum A arms should have the ball joint inspected before each event. In addition, the dimension between the wheel center and the lowest portion of the top fender edge shall be greater than 13.0 inches. If an entrant wishes to lower the car below this, Fabcar or equivalent A arms shall be fitted. For parking lot courses, vehicles may be evaluated on a case-by-case basis.
- S. The Chief Technical Inspector or the Event Chairperson may require safety equipment to be modified, additional safety equipment to be installed, or disallow a vehicle for any reason. The decision of the Event Chairperson is final.
- T. The following summarizes the safety equipment that is required for Porsches as they pass up through the classes due to modifications:
- SS/Stock classes: Fire extinguisher (at TT/DE)
Roll bar or cage is required for most open cars (at TT/DE)
Open-ended steel lug nuts are required for cars with wheel spacers (AX and TT/DE)
 - Prepared classes: 5 or 6 point harnesses are required (at TT/DE)
Roll bar or cage is required for Boxster, 996 & 997 Cabriolet (at TT/DE)
 - Improved classes: Roll bar or cage is required for all cars (at TT/DE).
Open-ended steel lug nuts are required for all cars (AX and TT/DE)
 - Modified classes: Driving suits, gloves, socks and boots are required (at TT/DE)
- U. The following summarizes the difference in safety equipment requirements for parking lot and track events:
- All parking lot events:
944/924/968 spindle to fender clearance check is case-by-case.
- Parking lot Time Trail / DE:
Roll bar or cage is not required for open cars in S/S and S classes
Fire extinguishers are not required for cars in S/S and S classes
- V. For X classes, safety equipment is required as stated here in Section XIII. For equipment mandated according to class progression, the following procedure shall be used:

If the car is, or at some point in its life was, street legal, then points totals must be tabulated as any A through Q class car would, using the same rules as the they do (Section III, Assessment of Modification Points), from whatever

factory stock was for that model car.

From there, the same equipment would be required according to the schedules listed in Parts T & U of this section. For example, harnesses start at 9 points, roll bar/cages and the lug nuts at 21 points and driving suits at 41 points, just like with the Improved, Prepared, and Modified classes.

For purposes of X class, any increase of tire size over stock will be assessed 2 points.

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

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

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

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

XIV TECH INSPECTION

- A. When entering a PCA driving event, the driver/owner acknowledges that high speed driving is inherently dangerous. Passing the technical inspection means that the automobile has met minimum safety standards for participation in a PCA event. However, no technical inspection can uncover all possible defects inherent in the vehicle design or otherwise, and neither PCA nor the inspectors can predict unforeseen circumstances. Neither the Porsche Club of America nor the tech inspectors make any express or implied warranty of fitness for any purpose. It is the responsibility of the owner and driver to select a safe vehicle and see to its adequate preparation, as well as to insure the safe operation of the vehicle and to maintain the car's safe operating condition.
- B. Pre-tech for Time Trials and DE is highly recommended. Pre-tech is defined as a tech inspection performed before the driver and vehicle arrive at the event site. Often this is at an approved mechanic or repair shop.
- C. Before tech, all cars must be in track ready condition (tires mounted, loose objects removed from the car, helmet and driving suits available, etc.). The "no loose objects" rule means that any objects heavy enough to cause injury to you in case of an incident must be either removed from the car, or firmly and permanently affixed.
- D. All cars must pass technical inspection prior to participation. Entrants should be prepared to have the following items inspected on their cars.

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

- Tires (Tread Condition, No Cuts, Age)
- Wheel lugs (on tight)
- Brakes (Pad Condition, Rotors)
- Wheel Bearings (Play)
- Fluid Leaks (Brake, Oil, Steering, Coolant, Water, Fuel, etc.)
- Battery mounting
- Helmet (Year, Rating, Condition)
- Throttle return
- Fan belt (play, condition)
- Open-ended steel lug nuts (when required)
- Car numbers (size, placement)
- Loose items in passenger/storage compartments
- Seat belts or harnesses (Date, Condition, Mounting – driver and passenger)
- 924/944/968 spindle to fender clearance

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

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

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

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

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

- E. After passing Tech inspection, an event sticker will be placed on the upper left (driver side) corner of the windshield. A second event tech sticker will be placed on the left side of each helmet.

- F. Vehicles that do not pass the tech inspection will be disallowed. The Chief Technical Inspector's decision on inspection issues can only be appealed to the Event Chairperson, whose decision is final.

XV FLAGS

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

If a corner station waves a black flag at you, the

starter will also display a black flag and a number board with your car number. Exit the track and proceed to the designated “Black Flag Marshal” for consultation. If all corners display standing black flags, reduce speed and exit the course at the designated course exit. If you receive a SECOND waving black flag warning, the Event Chairperson will determine if you may continue driving this event.

WHITE:	Vehicle	Emergency, service or slow moving vehicle on the course.
CHECKERED:	Finish	The session is over. Take a cool-off lap and proceed off the track via the designated exit. Passing rules are still in place. Do not remove safety equipment until the car is stopped in cold pits.

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

XVI RUN SESSIONS

- A. The driver must be in pre-grid and ready to drive at the time listed in the schedule, as revised by PA announcements. Late drivers may not be allowed to participate in that run session.
- B. When entering pre-grid, all cars and occupants must be in track ready condition, no loose objects in the car or luggage compartment, driving clothes complete, helmets and seat belts fastened. The driver must remain with the car when it is in pre-grid. Scrutineers will be in the pits to check on these concerns.
- C. After entering the track, all occupant safety equipment will remain in place until the vehicle has exited the track and returned to cold pits. If your car leaves the track and stops, do not remove safety equipment unless directed to do so by a corner worker.
- D. If you have any incident, spin, or place four wheels off the track, look for the next corner worker for instructions before reentering the track. If any of these happen, drive at a safe speed to the track exit and check with the Black Flag Marshall or Starter in the hot pits.
- E. In Time Trials and DE, cars will be grouped together according to speed and experience where possible. There may be a faster and slower run groups. This is recommended for Autocross.
- F. Time Trial and DE passing rules (no passing is allowed in Autocross):
 - 1. Passing zones for all groups shall be well defined at the Drivers Meeting. All passing must be completed by the end of the passing

zone as defined by the event organizer. THERE IS ALSO NO PASSING UNDER YELLOW AND/OR RED FLAG CONDITIONS EXCEPT FOR SLOW-MOVING VEHICLES WHOSE DRIVERS HAVE SIGNALLED THAT THEIR VEHICLES ARE DISABLED.

Road courses associated with super speedways may use the super speedway turns as passing zones. Kinks in a straight area of the track will not be considered turns unless specified by the Event Chairperson. Passing in turns will only be allowed at the Event Chairperson's discretion and only for the fastest run groups and most advanced drivers. The Event Chairperson shall take into consideration the areas of the track that are preferred for passing, and may restrict certain passing zones to advanced run groups.

2. All passing in the designated areas will be with the use of hand signals to direct the passing car safely around the car being passed. It is preferred that the car being passed remains on line allowing the faster car to pass safely. In the event of drivers who, due to a physical impairment, are unable to use hand signals, the use of turn signals to signal passing will be permitted. It is recommended that such drivers and their cars, if any, be identified in the Drivers Meeting. All participants must obey all passing rules set forth at the Drivers meeting.
3. Slower cars have an obligation to permit faster cars to pass safely in approved passing zones. This means that in many cases slower cars must provide an early demonstrative passing signal, then lift off the gas to permit safe passing to be completed. Even a high power car can be the slower car, if a low horsepower car is faster completing laps around the track. When in doubt, let the car behind you pass.

XVII RULE VARIATIONS FOR AUTOCROSS EVENTS

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

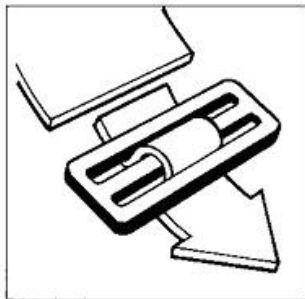
1. Section I.C - participant qualifications
2. Section I.E - size of the car numbers
3. Section X.D - timed lap requirements
4. Section XII.A - medical response requirements
5. Section XII.D.1 - flag requirements at corner worker stations
6. Section XIII.A - seatbelt requirements for entrants
7. Section XIII.B - harness requirements for entrants
8. Section XIII.C - helmets, face shields or protective goggles
9. Section XIII.D - entrant clothing requirements
10. Section XIII.E - roll bar requirements
11. Section XIII.K - fire extinguisher requirements
12. Section XIII.O - sunroof, convertible and removable or Targa tops, arm restraints
13. Section XIII.P - arm restraints
14. Section XIII.Q - brake lights

- 15. Section XIV - tech inspection
- 16. Section XV - flag usage
- 17. Section XVI.E - car grouping
- 18. Section XVI.F - passing rules

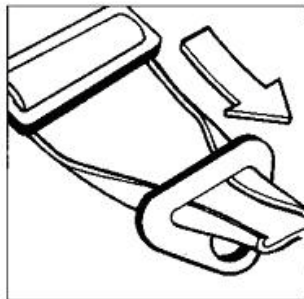
B. In most of the above exceptions or variations, there is a recommendation that the Time Trial/DE requirement be followed.

XVIII APPENDIX

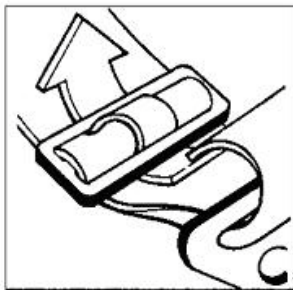
Example: How to lace harness straps



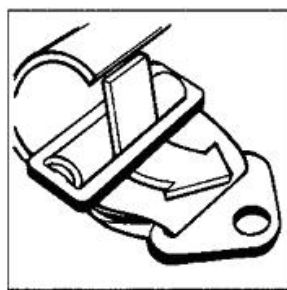
STEP 1: Insert strap through tightening buckle.



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



STEP 3: Fold back strap and re-insert through



STEP 4: Fold back strap again and insert

Courtesy Simpson Racing Products

This diagram is provided as an example only. In all cases harnesses must be installed according to the manufacturer's directions.

Zone 8 Contacts

Position	Name	E-Mail
Zone 8 Representative	Michael Dolphin	carrera3@msn.com
Autocross Chair	Neil Heimburge	porschebadboy@cox.net
Chief Driving Instructor	Paul Young	pdyoung@cox.net
Club Race Coordinator	Vince Knauf	vvvince@aol.com
Concours Chair	Joe Nedza	jcnedza@aol.com
Rally Chair	Tom Gould	tcg3@aol.com
Region Coordinator	Gary Peterson	gary.peterson@hrh.com
Rules Coordinator	Tom Brown	tb911@roadrunner.com
Time Trial / DE Chair	Paul Young	pdyoung@cox.net
Treasurer	Linda Cobarrubias	ms993@aol.com
Web Master	Ken Short	webmaster@zone8.org