



PARADE COMPETITION RULES SAN DIEGO • JULY 1-5, 2007



2007

PARADE COMPETITION RULES

NOTICE

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

Although all attempts have been made to assure similarity between the printed and the Portable Document Format (PDF), used for the compact disk and website versions, some formatting discrepancies can occur. The most notable discrepancy being the table of contents and the corresponding listed page numbers in the PDF versions.

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INTRODUCTION

The rules and regulations set forth herein are the Parade Competition Rules, known also as the PCR's. The purpose of the PCR's is to provide for the orderly conduct of all official and unofficial competitive events of the Porsche Parades 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. These rules may also be used for, and are suggested for, conduct of other PCA competitive events, at the discretion of the organizers/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 Parade 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 host region 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) Supplementary Parade Regulations, published by the host Region
- (b) Appointments to the Parade Protest Committee
- (c) Appointments to the concours judging staff

(d) Rally route in conjunction with the Safety Chairman and another person appointed by the Executive Council, 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 prior approval.

(e) Autocross site and course design in conjunction with the Safety Chairman and another person appointed by the Executive Council, 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 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 one member of the PCR Committee will be involved in every decision of the 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.

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 July 1st will be considered for the following year.

I-4.2. Formulation and Distribution of Proposals

After the Parade, the PCR Committee will review suggestions/requests and other rule changes. From this review, a final set of proposed rule changes will be published by September 1st 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 October 1st.

I-4.3. Approval

The PCR Committee will meet annually after the October 1st at a time and place designated by the PCR Committee Chairman to consider all comments and to formulate the final rules. Approved changes and rules will be submitted to the Executive Council for final review and will be effective for the following 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.

GENERAL RULES

G.1. OFFICIAL COMPETITIVE EVENTS

These rules govern four official competitive events—Concours d’Elegance, Time-Speed-Distance (TSD) Rally, Autocross, and Technical Quiz.

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

Only PCA members in good standing, of any class of membership set forth in the Bylaws, participants in the Junior Participation Program (JPP), or participants in the College Age Family Program (CAFP) may register for the official competitive events. Participants in the JPP/CAFP must register as a JPP/CAFP entrant with their parent(s). They may not register as an entrant or co-entrant. Each entrant must hold a valid driver’s license to drive in PCA events. 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.

G-2.3. Entrants Per Automobile

A maximum of two (2) PCA members, regardless of class of membership, may register and compete in any one automobile. The two competitors must be co-entrants, except in the rally. (Therefore, no entrant may allow any other entrant, except his/her co-entrant, to drive the registered automobile in the autocross. The only automobile which may be driven in the autocross is one in which the entrant is registered per G-2.6.5.)

G-2.3.1 Exceptions

G-2.3.1.1 The maximum number of entrants will be waived for the driving event only, provided the following conditions are met:

- (a) All entrants in a single automobile must be of one immediate family, which is restricted to wife, husband, brother, sister, son, daughter, mother, and/or father.
- (b) Each entrant must be a PCA member, JPP or

CAFP entrant per the requirements of G-2.2. above.

- (c) The correct number of registration fees is paid as required in G-2.7.

G-2.3.1.2. Sixteen and seventeen year-old sons/daughters of Parade entrants may compete in the autocross in the same automobile and the same class as the parent(s), subject to the Junior Participation Program (JPP) guidelines. JPP entrants may compete in the rally only as a navigator with either of their parents driving.

G-2.3.1.3. College students, under the age of 25, and sons/daughters of Parade entrants may compete in the autocross in the same automobile and class as the parent(s). CAFP entrants may compete in the rally as a driver or navigator with either of their parents in their parent’s automobile.

G-2.3.1.4. If an entrant either has no co-entrant, or has a co-entrant who chooses not to participate in the autocross, another separately registered Parade entrant may drive the first entrant's automobile in the autocross provided either of the following conditions are met:

- (a) The second entrant has not brought a Porsche to the Parade.
- (b) The second entrant has had mechanical or technical problems with their automobile which prevent its running in the autocross.

G-2.4. Registration Requirements

Every registrant must present a valid driver’s license (if driving in an event), and sign the release form at registration. A person may register at the Parade using only one membership number (as shown on the membership card) or be a JPP/CAFP entrant.

G-2.4.1. Registration Deadlines

All competitive events have specific registration deadlines. See event: Concours (C-1. (d)), Autocross (A-2.), Rally (R-2.) and Tech Quiz (Q-2.) for specific event deadlines.

G-2.5. Non-Transferability

Parade registrations are non-transferable.

G-2.6. Eligible Automobiles

Only Porsches may be registered. As specified in the 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 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 Parade event purposes. (See Appendix I, Thoroughbred Racers, for additional eligible automobiles.)

G-2.6.1. Non-Street Legal Automobiles - Concours and Autocross.

If an entrant registers a non-street legal Porsche in the Thoroughbred Racers or Modified Divisions in the concours, it is the only automobile eligible for the autocross for that entrant. Such automobile may be entered in the autocross only in the appropriate Improved or Modified class. (See C-2 "Classification.")

G-2.6.2. Non-Street Legal Automobiles and Rally.

Automobiles that are not legal for street driving may not be registered for the rally. However, if an entrant registers a racecar (either a Porsche-built race car or an automobile with a body modified for racing) for the autocross, he/she may register another Porsche for the rally without payment of an additional registration fee.

G-2.6.3. Rally Automobiles. It is not required that an entrant compete in the rally in the automobile registered for the Parade by that entrant. However, the automobile used must be a Porsche (as defined above) and must be registered by a Parade entrant.

G-2.6.4. Concours Automobiles. An entrant may compete for awards only in the automobile(s) registered for Parade by that entrant. (See G-2.6.1.)

G-2.6.5. Autocross Automobiles. An entrant may drive only one automobile in the autocross and that automobile must be the one registered for the Parade by that entrant.

G-2.6.6. Technical Quiz Automobiles. Each entrant may take the quiz of his/her choice.

G-2.7. Registration Fees

Registration fees are payable as follows:

- (a) Member/Associate Member - A PCA member (one person) or a PCA member and his/her designated family/affiliate member (two persons) will pay only one fee if registering only one automobile. If a member and his/her designated family/affiliate member desire to enter more than one automobile, an additional fee to be determined by the Registrar must be paid. Additional automobiles will only be accepted on a space available basis. (See G-2.6.2.)
- (b) Unaffiliated Members - Two PCA members (neither being the family/affiliate member of the

other) may register in the same automobile and pay one registration fee.

(c) More Than Two Members of the Same Family - If more than two members of the same immediate family compete in the same automobile (See G-2.3), each registration fee pays for one PCA member or one PCA member plus one designated family member.

(d) JPP or CAFJ entrants shall pay a nominal fee determined by the National Parade Committee for participation in competitive events at the Parade.

G-3. PARADE COMPETITION RULES (PCR)

A copy of the current PCR's and the supplementary regulations will be mailed to all entrants prior to the Parade by the host region.

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 host region. Supplementary regulations, mailed to all registrants, will also be contained in registration packets. Supplementary regulations will be in addition to and not in conflict with the PCR's.

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 an 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-5.3 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 rally or at the autocross site is 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. Speed Limits

Entrants must strictly adhere to all applicable (state, local, etc.) speed limits.

G-6.2. Mufflers

All entrants' vehicles must be adequately muffled in

compliance with local motor vehicle laws. However, if the host region permits open exhausts during the autocross (for the Improved and Modified classes), the muffler may be removed at the site of the autocross.

G-7. SAFETY (TECH) INSPECTION

G-7.1. Applicable Events

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

G-7.2. Multiple Automobiles

If an entrant registers separate automobiles for the autocross and rally, both automobiles must be inspected. (See G-2.7. (a))

G-7.3. Concours Automobiles

Automobiles entered in the concours plus the rally and/or autocross may be inspected for safety after the concours. Inspection is not required for the concours.

G-7.4. Safety Inspection Items

The PCA safety inspection is basic in nature and is not intended to be a substitute for a proper technical inspection. The track-worthiness of the automobile is the responsibility of the driver. The safety inspection form must be complete in all respects before an automobile will be allowed to compete in the driving event or rally. The form will list the items to be inspected. The following is a minimum list of items that must satisfactorily pass safety inspection:

- (a) Seat belts - Must be present and adequate. Where installation is other than original factory design, the belt mounting must be securely anchored with large diameter washers on both sides of the floor mounting holes. Swivels must have eye holes welded closed.
- (b) Steering and Suspension - Must not have excessive looseness.
- (c) Camber (356 Automobiles) - Should be negative on the rear suspension if the automobile is entered in the autocross.
- (d) Brakes - Must be tested for pedal "fade" while the automobile is stationary. Brake pad and/or lining thickness should be at least 4mm thick for disc brakes or 3mm thick for drum brakes.
- (e) Tires - Must be free of visible sidewall breaks. Surfaces inside fenders will be checked for evidence of rubbing tires. The clearance between tires and any potential rubbing point will be

checked. For the rally, tires must have a minimum tread depth of 2/32" in at least two circumferential grooves for the entire circumference of each tire except at the wear bar indicators. See A-2.4.7, A-2.4.8 and A-5.2 for additional tire requirements for the autocross. Recapped tires are not allowed.

- (f) 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 must be torqued to the wheel manufacturer's specifications.
- (g) Snap-on Wheel Covers and Trim - Must be removed from steel wheels for the driving event.
- (h) Fluid Leakage - Will not be allowed.
- (i) Roll Bars - Required on open automobiles driving in the Modified classes. The roll bar must be equipped with adequate padding in all areas potentially exposed to the driver. Roll bars, when required, must meet current PCA Club Racing Rules. For a copy of the PCA Club Racing Rules, write to the PCA Executive Office.
- (j) Passenger Seat Backs - Must be suitably secured if not equipped with locking devices.
- (k) Road Equipment (Rally Only) - Must be in working order. Lights, turn signals, wipers, etc. will be inspected on automobiles entering the rally.
- (l) Hood and Deck Lids - Must fasten securely.
- (m) Exhaust System - Must be in a safe condition (i.e., no leaks, securely mounted, etc.).
- (n) Helmet (Autocross Only) - Must have an acceptable approval and be in good condition. Acceptable approvals are the latest or next most recent SA or M Snell Memorial Foundation approval. The helmet shell must have no structural damage. The padding must be intact. The chinstrap must not be frayed, and the strap attachments must be operable and securely attached. Face shields, when used, must be made of polycarbonate plastic or the equivalent and must be in good condition.

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 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. 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.

G-9. PROTESTS

Protests will be resolved by the Protest Committee.

Entrants are responsible for notifying Parade organizers in the event of a scoring math error. Protests are not needed to correct scoring math 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-9.1. Final Authority

The decision of the Protest Committee will be final and no appeal will be allowed. However, 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-9.2. Right To Protest

Any entrant participating in any event, including members of the PCR Committee and the Protest Committee, shall have the 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.

G-9.3. 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. The Protest Committee has the right to request the protester to supplement the written protest with an oral explanation of its basis. Discussions involving a protest should include all parties as appropriate to the protest.

G-9.3.1. Protest Fee. Each protest must be accompanied by a fee of \$50.00 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-9.3.2. 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-9.3.3. Protest Committee Procedures

The Parade Protest Committee Chairman will be selected by the Parade Chairman and approved by the PCR Committee. Event Protest Committees will consist of five or more qualified members, including one member from the PCR Committee. It is suggested that one member from the host region be on each Protest Committee. The Concours Head Judge shall also 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. At least one member of the Protest Committee shall be present at the driving event site at all times during the driving event.

The Executive Office must provide forms for the filing and logging of protests. The host region 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-9.4. Concours Protests

Protests must be filed not later than 30 minutes after the 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. No entrant's automobile may be removed from the concours site until the protest period for that class has expired.

G-9.5. Autocross Protests.

Protests must be filed not later than 30 minutes after the last automobile in the class enters impound and scores are posted, except those concerning scoring error or rubbing tires. See "Rubbing Tire Protests" below. Scoring error protests must be made within 30 minutes of the posting of class scores at the autocross site. (See A-7. (1))

G-9.5.1. Non-Conforming Automobile. Any entrant taking part in the competition may protest any automobile in the entrant's class 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 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-5.2 (b) 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 0.03 minutes 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 Competing In Class	No. Of Awards
1-3	1
4-5	2
6-7	3
8-10	4
11-13	5
14-16	6
17 or more	6 + 10% of excess over 16

G-11.2. Concours Awards

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

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

Since these are Perpetual Trophies, it will be each recipient's responsibility to return the trophy to the following year's Parade site. In addition, each recipient will receive a permanent award to keep, provided by the host region.

- (b) A Division Award for high raw score in each of the 14 divisions (Full Concours in Restoration, Preparation and Performance Groups and the highest ranked automobile in the Preservation Group).
- (c) Restoration Group - Level of Achievement Awards
- (d) Honorary Judges' Choice - Selected from among those Porsches entered in the concours by a panel of honorary judges. A trophy will be given to the automobile so selected.
- (e) People's Choice - Selected from among those Porsches entered in the concours by the Parade entrants. A trophy will be given to the entrant whose Porsche is so selected
- (f) 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:

- (a) Men's Driving Trophy - Awarded to the fastest male driver (official time). This award may be a

combination of the Men's Driving Trophy and the first place trophy in the winner's class.

- (b) Women's Driving Trophy - Awarded to the fastest female driver (official time). This award may be a combination of the Women's Driving Trophy and 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 to the following year's Parade site. The recipients will also receive permanent awards to keep, provided by the host region.

- (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:

- (a) Men's Tech Quiz Trophy - Awarded to the highest scoring male entrant in addition to his first place class award.
- (b) 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 four 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
- ♦ The PCA Concours d'Elegance Award for Performance

PCA members may enter their Porsches in either the Restoration Group provided the automobile is at least ten (10) model years old or the Preservation Group provided the automobile is at least fifteen (15) model years old. For example, for the San Diego 2007 Parade (year "Y"), Model Year 1997 (year "Y minus 10") and older Porsches are eligible for Restoration and Model Year 1992 (year "Y minus 15") and older Porsches are eligible for Preservation. Preserved Porsches have the opportunity to have their automobiles compete as a separate group. Restored automobiles compete as a group. Newer automobiles compete in the Preparation Group. The thoroughbred racers and heavily modified automobiles compete in the Performance Group. The PCR Committee members can assist entrants in classifying their Porsches for the upcoming Parade Concours.

C-1. REFERENCED RULES

- (a) Eligibility (See G-2.6.1. through G-2.6.2., G-2.6.4. and G-7.3. "Safety Inspection.")
- (b) Protests (See G-9. through G-9.4.)
- (c) Awards (See G-11.1. through G-11.2.)
- (d) Organizational Requirements – Parade entrants must—no later than close of registration on the day preceding the Concours—indicate which division and category of Concours they wish to enter, if any.

C-2. CLASSIFICATION

GROUP/DIVISION/CLASS DESIGNATIONS

Refer to Appendix II, the Concours Organization Chart.

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

Each assembly of (a minimum of) three automobiles of the same classification constitutes a class; i.e., three of 356A, three of 911SC, three of 928, etc. Entrants in classifications

with fewer than three entries will be pooled into an existing class (see pooling chart below) within their division until at least three entries minimum is achieved. Pooling entries into a class can go forwards or backwards within the pooling classes; in order to reduce one or two automobile classes. If the three-entry-minimum is not achieved, there will be at least one class in each division. Limited Production automobiles will be classed with their similar Production based automobiles (e.g. a 916 would be classed with the 914/6's if there is a 914/6 class or with the 914/4's if there is no 914/6 class).

(For information about Limited Production, see Appendix I, Thoroughbred Racers, Limited Production and Modified.)

Once classes are created, trophy winners will be established from each class as per G11.1. Class Awards. If there is only one class in a division (e.g. fewer than three 914/4's entered and fewer than three 914/6's entered, thus pooling all 914's in the same class), then the class winner is the division winner.

If there are multiple classes within a division, the highest raw score in each class is used to determine the division winner. The division winners are re-judged to determine the winner of the Group award. This high-raw-score division winner logic is applied to the Restoration, Preparation and Performance Groups. If there are multiple classes within a Preservation division, the top ranked automobile in each class will be re-judged to determine the division winner.

C-2.1. RESTORATION GROUP

Classes for Restoration Group

There will be "Full" and "Touring" classes. Full classes are identified with the suffix "F" and Touring classes are identified with the suffix "T" following each class number (i.e. RS05F or RS11T). For a definition of "Full" or "Touring," see Appendix I. Classes are created from the following classifications, which include Limited Production models where applicable.

RS01	356 & 356A
RS02	356B & 356C
RS03	912, except 912E
RS04	1965-1968 911
RS05	1969-1973 911
RS06	1974-1977 911, 912E & Turbo
RS07	1978-1983 911 & Turbo
RS08	1984-1989 911 & Turbo
RS09	1990-1994 911 & Turbo, 1989 911 C4
RS10	1995-Model Year (Y-10) 911 & Turbo
RS11	914/4
RS12	914/6
RS13	1977-1988 924, 924 Turbo & 924S

RS14	1978-1995 928
RS15	1983-1991 944 & Turbo
RS16	1992-1995 968
RS17	1997 Boxster (986)

Pooling of Classes

RS01/RS02	356 Division
RS03/RS04/RS05	Early 911 Division
RS06/RS07	Early 911 Division
RS08/RS09/RS10	Late 911 Division
RS11/RS12	914 Division
RS13/RS15/RS16	924/944/968 Division
RS14	928 Division
RS17	Boxster (986) Division

All automobiles entered in “Full” 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.

Level of Achievement Awards

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

The grouping “restoration” implies that the entered Porsche has been repainted, reupholstered, re-carpeted, trim replaced, with non-service items such as rubber seals and trim replaced in a comprehensive manner. The paint color need not be the original color. The upholstery need not be the original color or fabric. The engine and/or transaxle may have been upgraded or replaced entirely. Porsches not fitting this description (e.g. not restored) do not belong in this group. The Kardex (build data sheet) for the automobile is not required and will not be examined by the judges.

Divisions for Restoration Group

There are four divisions in Restoration Group.

1. All 356 including Limited Production
2. All 911/912 from Introduction through Model Year Y-10 including Limited Production (e.g., 2007 is Year Y, 2006 is Y-1, 2005 is Y-2, etc.)
3. All 914 including Limited Production
4. All 924/944/928/968/986 from Introduction through Model Year Y-10 including Limited Production

C-2.2. PRESERVATION GROUP

Classes for Preservation Group

All entrants in this group are designated “touring.” All classes are identified with the suffix “T” following each

class number. Classes are created from the following classifications, which include Limited Production models where applicable.

PS01T	356 & 356A
PS02T	356B & 356C
PS03T	912, except 912E
PS04T	1965-1968 911
PS05T	1969-1973 911
PS06T	1974-1977 911, 912E & Turbo
PS07T	1978-1983 911 & Turbo
PS08T	1984-1989 911 & Turbo
PS09T	1990-(Y-15) 911 & Turbo, 1989 911 C4
PS10T	914/4
PS11T	914/6
PS12T	1977-1988 924, 924 Turbo & 924S
PS13T	1978-(Y-15) 928
PS14T	1982-1989 944 & Turbo
PS15T	1992-(Y-15) 968

Pooling of Classes

PS01/PS02	356 Division
PS03/PS04/PS05	Early 911 Division
PS06/PS07	Early 911 Division
PS08/PS09	Late 911 Division
PS10/PS11	914 Division
PS12/PS14/PS15	924/944/968 Division
PS13	928 Division

All automobiles entered in the Preservation Group requesting a complete (six component) inspection will be eligible for the “PCA Preservation” group award.

The emphasis in this grouping is on the “preservation” of the automobile, that is, maintained in its original condition with evidence that the automobile has been reasonably used (driven) and not simply “stored. Length of ownership will be considered as part of judging. The grouping “preservation” has both cosmetic and mechanical connotations. It implies that the entered Porsche has most, if not all, of its original factory parts and surfaces such as paint, upholstery and carpet, with most non-service items such as rubber seals and trim original to the automobile. The paint color must be the original color. The carpet and upholstery must be the original color and fabric, with no comprehensive replacement. The engine and transaxle must be original with no visible upgrades. Porsches not fitting this description (e.g. not preserved) do not belong in this group.

The Kardex (build data sheet) for the automobile 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 Kardex/Authenticity documents.) Automobiles without such documentation can be shown but will not be judged.

The documented history of the automobile should be present including the current owners date of acquisition. *Primary*

judging emphasis is on the preservation of the automobile as built by the factory, with secondary emphasis on presentation. Nonstandard reproduction parts are subject to demerits. (If the judge can tell the part is a reproduction, by definition, it is nonstandard.)

Divisions for Preservation Group

There are five divisions in Preservation Group.

1. All 356 including Limited Production
2. All 911/912 from Introduction through Model Year 1893 including Limited Production
3. All 911 1984 through Model Year Y-15 including Limited Production (2007 is Year Y, 2006 is Y-1, etc.)
4. All 914 including Limited Production
5. All 924/944/928/968 from Introduction through Model Year Y-15 including Limited Production

C-2.3. PREPARATION GROUP

Classes for Preparation Group

There will be “Full” and “Touring” classes. Full classes are identified with the suffix “F” and Touring classes are identified with the suffix “T” following each class number (i.e. PP05F or PP11T). For a definition of “Full” or “Touring,” 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.

Years (Y) back thru (Y-9):

- PP01 911 Carrera (997) & Turbo
- PP02 911 Carrera (996) & Turbo
- PP03 911 Carrera (993) & Turbo
- PP04 Boxster (986)
- PP05 Boxster (987), Cayman, Cayman S
- PP06 Cayenne
- PP07 Carrera GT

Years (Y-10) back thru (Y-19):

- PP08 911 Carrera (incl.993, 964) & Turbo
- PP09 924S
- PP10 928
- PP11 944 & Turbo
- PP12 968
- PP13 Boxster (986)

Judging emphasis is on preparation (presentation and cleanliness). Originality will not be judged. The Kardex (build data sheet) for the automobile is not required and will not be examined by the judges.

Divisions for Preparation Group

There are two divisions in Preparation Group.

1. All Series Model Years (Y) through (Y-9)
(For the 2007 Parade, Year (Y) is 2007, (Y-1) is 2006, etc.)
2. All Series Model Years (Y-10) through (Y-19)

C-2.4. PERFORMANCE GROUP

Classes for Performance Group

There will be “Full” and “Touring” classes. Full classes are identified with the suffix “F” and Touring classes are identified with the suffix “T” following each class number (i.e. PF01F or PF03T). For a definition of “Full” or “Touring,” see Appendix I. All automobiles entered in “Full” will be eligible for the “PCA Performance” group award.

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

- PF01 All Thoroughbred Racers (See Appendix I.)
- PF02 All Series Modified (See Appendix I.)
- PF03 All Series Street Modified (See Appendix I.)

Judging emphasis is on preparation (presentation and cleanliness). Originality will not be judged. The Kardex (build data sheet) for the automobile is not required and will not be examined by the judges.

Divisions for Performance Group

There are three divisions in Performance Group.

1. All Thoroughbred Racers
2. All Series Modified
3. All Series Street Modified

For a definition of Thoroughbred Racer, Modified or Street Modified, see Appendix I.

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 gate. 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 gate.

(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) Entrant Classification – Entrant classification must occur no later than the day before the event.

(f) Assemblies - Each automobile will be displayed as an assembled unit. Parts such as bumpers, tops, hubcaps, etc. must be attached to the automobile in their normal positions.

(g) Entrant/Judge Interface - An automobile may be shown only by the Parade registrant(s) who shall be the sole interface between the automobile and the judging team. No other individual may assist during the judging period.

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 - The build data sheet for the automobile is not required and will not be examined by the judges. Primary judging emphasis is on authenticity of restoration, with secondary emphasis on presentation. Nonstandard reproduction parts are subject to loss of points. (If the judge can tell the part is a reproduction, by definition, it is nonstandard.) At least 60% of the potential points for each item will be assigned to restoration and presentation of

the item. Any item departing from original shall be penalized no more than 40% of the allowed points for that item.

(b) Preservation Group - Owners of automobiles entered in Preservation Group are strongly encouraged to drive to Parade. In addition, judging of automobiles in this group will take into account the overall "utilization" of the Porsche as intended by the Factory. Ownership and preservation of an automobile with reasonable mileage shall be considered superior to an automobile simply "stored" to avoid the usual wear encountered in normal use of the Porsche. The chassis of the automobile will be inspected if the entrant requests. The judges' ratings for chassis will not be altered due to the presence of fresh road dirt or other signs of recent use.

(c) Preparation Group - This grouping contains the contemporary Porsches (newest 20 model years). The build data sheet for the automobile is not required and will not be examined by the judges. Primary judging emphasis is on preparation (presentation, cleanliness). Originality is not judged.

(d) Performance Group - This grouping contains the Thoroughbred Racers and All Series Modified. The build data sheet for the automobile is not required and will not be examined by the judges. Primary judging emphasis is on preparation (presentation, cleanliness). Originality is not judged.

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/Performance 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.) For the Restoration, Preparation or Performance Groups, the following components will be judged:

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

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

The entrant can request that all, none or any number of the above judging components be examined. **Any owner wishing to compete for class and/or division winner must have all six automobile components examined to be eligible.**

C-5.2. Judging Procedures

The judging procedures are to be described on information sheets provided to Concours entrants at registration.

C-5.2.1. Removal of Caps/Covers/Lids

C-5.2.1.1. Restoration/Preparation/Performance 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. (The judge may not remove any item from the automobile.)

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/Performance Groups.

Full Concours Category/Touring Category - 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.

C-5.2.2.2. Preservation Group. The Preservation Group judging process will be primarily a “hands-off” process employing a five or seven (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 due to the large number of entries in a given class, more than one team of judges will be required, a procedure will be implemented that allows the “best” entries from each portion of the split class to be re-judged by a new team of judges that may be comprised of judges from each of the previous teams and/or new judges. (Only the second 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 Parade registration 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. Bonus Points (Preparation/Restoration Groups)

- (a) Mileage Points (Preparation Group Only). Bonus points for mileage from the entrant’s home town to the city in which the Parade is held, based on Rand-

McNally official highway mileage charts, or equal, will be added to the raw score as follows: (after 150 miles) bonus of one-tenth (0.1) point for each 15 mile increment up to two percent of total raw score; shipped, towed or trailered in any manner; no points. These points only apply to class awards. For division and group awards, mileage points are not included.

(b) Tour Points (Restoration Group Only). Bonus points for participation in the optional pre-Concours tour (minimum ten miles) will be awarded as follows: completion of the tour from start to finish including all check points will provide three bonus points to be added to the concours raw score. For division and group awards, tour points are not included.

C-6.3. Tied Scores (Restoration Group/Preparation Group/Performance Group)

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

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

C-6.4. 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. Official score sheets shall be returned only to the entrant; 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 and copies of each entrant's score sheets have been returned. (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-2.6.2. and G-2.6.5.
- (b) Protests. See G-9. through G-9.3.2. and G-9.5.
- (c) Awards. See G-11.1. and G-11.3.

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". Entrant classification must occur no later than the day before the event starts.

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 twelve (12) 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 (A-2.4.) table so as to maintain the intent and integrity of the Showroom Stock classes.

The Production (P) category contains stock 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 "Class 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, some dealer and factory options may not be considered "STOCK" and thus not allowed in the Showroom Stock or Production categories. 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 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
S02: 911 Carrera 2 (964:1990-1994), Carrera 4 (964:1989-1994), All, RS America (1993-1994)
S03: Boxster (986:1997-2004)
S04: Boxster S (986:2000-2004)
S05: Boxster (987:2005-On), Cayman (2006-On)
S06: Boxster S (987:2005-On), Cayman S (2006-On)
S07: 911 Carrera (993:1995-1998), All
S08: 911 Carrera (996:1999-2005), All except 996 GT3
S09: 911 Carrera (997:2005-On), All
S10: 911 Turbo (965/993/996/997: 1991-On), All except 996 GT2
S11: Cayenne (9PA:2003-On), All
S12: 996 GT2/GT3 (2002-2005); 997 GT3 (2005-On), 997 Club Coupe, Carrera GT (980:2004-On)

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
P05: 944S2, All; 968, All
P06: 911 (1965-1969), All; 914/6, All
P07: 911 (1970-1977), All
P08: 911SC (1978-1983), All
P09: 911 Carrera 3.2 (1984-1989), All; 911 Speedster (1989)
P10: 911 Carrera 2 (964:1990-1994) and Carrera 4 (964:1989-1994), All; American Roadster, All; RS America (1993-1994)
P11: 911 Carrera (993), All
P12: 911 Carrera (996:1999-2005), All; 911 Carrera (997:2005-On), All
P13: 911 Turbo (1976-On), All; 996 GT2/GT3 (2002-2005), 997 Club Coupe, 997 GT3 (2005-On)
P14: Boxster (986:1997-2004), All
P15: Boxster S (986:2000-2004), All; Boxster (987:2005-On), Cayman (2006-On)
P16: Boxster S (987:2005-On), Cayman S (2006 – On)
P17: 928, All

A-2.2.3. Improved Category

I01: Progressed Cars (All 4 Cylinder, up to 1999cc; 1800 pounds minimum)
I02: Progressed Cars (All 4 Cylinder, 2000cc up to 2699cc; 2500 pounds minimum)
I03: Progressed Cars (All 4 Cylinder, 2700cc and above; All

6 Cylinder, up to 2399cc; 2200 pounds minimum)
I04: Progressed Cars (All 6 Cylinder and above, 2400cc up to 3199cc; All Turbo/Supercharged 4 Cylinder; 2150 pounds minimum)
I05: Progressed Cars (All 6 Cylinder and above, 3200cc and above; 2700 pounds minimum)
I06: Progressed Cars (All Turbo/Supercharged 6 cylinder and above; 2500 pounds minimum)

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)
M06: Progressed Cars (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. CLASS 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.

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 classes depending on the performance effect of the modification.

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

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

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

Some modifications are "free," that is, allowed without effect on classification. 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.....	1965-68
	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	
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.....	2001-On
	911 Turbo (996 GT2).....	2002-On
944:	944.....	All
	944S.....	All
	944S2.....	1989-91
	944 Turbo.....	All
968:	968.....	All
986:	Boxster.....	1997-04
	Boxster S.....	2000-04
	Boxster (987).....	2005-On
	Boxster S (987).....	2005-On
	Cayman	2006-On
	Cayman S	2006-On
9PA:	Cayenne	2004-On
	Cayenne S.....	2003-On
	Cayenne Turbo.....	2003-On
980:	Carrera GT.....	2004-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, lexan glass, 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 perceived 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, 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 or replaced with another type.
- (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 models may be converted to carburetors with throttle bores no larger than 40mm.

- (d) Fuel Injection: No substitution of performance affecting components for mechanical fuel injection 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 substituted 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. Any change to the battery(s) must not place the automobile below minimum weight.

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.
- (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 provide it has no more than a single adjustment.
- (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 ends 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-2.5.5.3. BRAKE/WHEEL/TIRE

- (a) Tires: All tires must be Department of Transportation (DOT) approved. Any DOT listed tire may be used providing they have a visible tread, have DOT wear indicators and have visible tread across the entire tread surface. These may be "R" type tires. 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 are permitted provided no modifications to the automobile, other than increasing the stud 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 must be the same diameter as available from the factory for the model range of the automobile.
- (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.) 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 provided the swap doesn't place the automobile below minimum weight. Any steering wheel is allowed.
- (c) Roll Bars: Roll bars are permitted. Full interior roll cages are not permitted.
- (d) Spoilers: Any rear spoiler may be 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 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.

Any ballast required must be securely attached within the passenger compartment.

- (i) Bolt-on windshields: Bolt-on windshields may be removed.

A-2.5.5.5. TRANSMISSION

- (a) Limited Slip: Only automobile models as could have been ordered from the factory with limited slip may use the same factory limited slip.
- (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.
- (b) Ignition: Any ignition system is allowed provided the same number of spark plugs is retained.
- (c) Gasoline: Any gasoline is permitted.
- (d) Engine Substitution: Any engine is permitted in any automobile provided it came from that same series 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) Clutch: Any clutch is permitted.
- (h) Battery Location: The battery may be located anywhere within the automobile.
- (i) Intake System: Any intake system may be used.
- (j) Wet/Dry Sumps: Any change or addition is permitted.

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 mounts may

be used.

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.
- (b) Spoilers: Any spoiler is permitted.
- (c) Air Dams: Any front air dam is permitted.
- (d) Interior: Automobile 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, rear deck lids, doors, 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.
- (h) Weight: Automobiles must meet the minimum weight for its class as autocrossed, without the weight of the driver. Ballast may be added to meet the minimum weight. Ballast must be securely bolted or attached inside the vehicle. Scales will be available, if necessary.

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) Nitrogen Bearing Fuels: These types of fuels 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 Cage: Any roll cage may be used. It may be used to connect suspension or any other component.

A-2.5.7.5. TRANSMISSION

- (a) Transmission: Any Porsche based 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 one other person as appointed by the PCA Executive Council. Also see I-2. “Liability” 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 registration. 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.

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.
- (c) Checkered – Finish. Proceed to grid or impound.

A-5. DRIVERS SAFETY

A-5.1. AUTOMOBILES AND DRIVERS

The following rules apply to all automobiles and drivers entering the autocross. Tech inspection and/or a grid worker in the safety area will check for compliance with the following rules.

A grid worker in the safety area will check for compliance with the following rules:

- (a) Roll Bars/Roll Cages. Roll bars (roll cage optional) are recommended on all open automobiles running in the Improved and Modified classes. (See G-7.4. "Safety Inspection" for requirements and individual chassis/body/interior section for each category.)
- (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.
- (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. (See G-7.4. (n) for requirements.)
- (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. Tires will receive a final safety check for compliance with G-7.4. (e) 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. Tire clearance will also be checked. Tires on 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.
- (i) Loose Objects. Loose objects inside the trunk or passenger compartment must be removed.
- (j) Wheel Covers. Snap-on wheel covers must be removed from steel wheels. See G-7.4. (g) for further information.
- (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.
- (l) Helmet. Each contestant must wear an approved helmet in good condition. See G-7.4. (n) for further information.
- (m) Gas Caps. The gas cap must be securely in place. A grid worker will check the gas cap before the automobile enters the course.
- (n) Seat Belts. 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.
- (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.

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.

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 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 driving event and that must be the one registered for the event by that entrant (see G-2.6.5. "Autocross Automobiles" and G-2.6.1. "Modified 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) **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.
- (k) **Stopping.** Failure to make a complete stop in the proper area (where marked), if required, after a timed run will result in a DNF.
- (l) **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 personnel 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.
- (m) **Automobile Numbers.** Assigned automobile numbers must be in place before running the course.
- (n) **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.)

- (o) Mufflers. (See G-6.2. "Mufflers")
- (p) Mechanical Changes. All changes to the automobile during competition must be made while on the grid. Any mechanical changes should not interfere with the running of the event or your timed runs. Changes other than altering tire air pressures or adjusting existing components, such as sway bars or shocks, will 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 0.01 (1/100) 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. 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 number of penalty seconds assigned will be defined in the registration packets. The penalty will be one to five seconds for each pylon so 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 SCORES

The official time (run time plus penalties) and number of pylons hit (if any) will be given to the competitor as soon as possible after each timed run is completed. 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" and A-7. (m) "Impound".

A-9. SMALLER 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). A region may also develop its own classing using the above rules but modifying the classing structure to suit participation levels.

A-9.1. SMALL SIZED REGIONS

S01 – 911 Carrera 2 (964:1990-1994), Carrera 4 (964:1989-1994), All; RS America (1992-1993); Boxster (986:1997-2004); Boxster S (986:2000-2004); Boxster (987:2005-On); Boxster S (987:2005-On); Cayman (2006-On), Cayman S (2006-On), Cayenne (9PA: 2003-On), All

S02 – S8911 Carrera (993:1995-1998), All; 911 Carrera (996:1999-2005), All; 911 Carrera (997:2005-On), All; 911 Turbo (965/993/996:1991-On), All; Carrera GT (980:2004-On)

P01 – 356, All; 912/912E, All; 914/4, All; 924, All

P02 – 924S 2.5, All; 924 Turbo (931), All; 944, All; 944S, All; 944 Turbo (951), All; 944S2, All; 968, All; 928, All

- P03 – 911 (1965-1969), All; 914/6, All; 911 (1970-1977), All; 911SC (1978-1983), All; 911 Carrera 3.2 (1984-1989), All; 911 Speedster (1989);
- P04 – 911 Carrera 2 (964:1990-1994) and Carrera 4 (964:1989-1994), All; American Roadster, All; RS America (1992-1993); 911 Carrera (993), All; 911 Carrera (996:1999-2005), All; 911 Carrera (997:2005-On), All; 911 Turbo (1976-On), All; 996 GT2/GT3 (2002-2005)
- P05 – Boxster (986:1997-2004), All; Boxster S (986:1997-2004), All; Boxster (987:2005-On); Boxster S (987:2005-On), Cayman (2006-On), Cayman S (2006-On)
- I01 – Improved Automobiles (All 4 Cylinder, up to 1999cc, 1800 pounds minimum; All 4 Cylinder, 2000cc up to 2699cc, 2500 pounds minimum; All 4 Cylinder, 2700cc and above and All 6 Cylinder, up to 2399cc, 2200 pounds minimum; All 6 Cylinder and above, 2400cc up to 3199cc, 2150 pounds minimum; All 6 Cylinder and above, 3200cc and above; 2700 pounds minimum; All Turbo/Supercharged 4 Cylinder; 2150 pounds minimum; All Turbo/Supercharged 6 cylinder and above; 2500 pounds minimum)
- 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

- S01 – 911 Carrera 2 (964:1990-1994), Carrera 4 (964:1989-1994), All; RS America (1992-1993); 911 Carrera (993:1995-1998), All; Cayenne (9PA:2003-On), All
- S02 – Boxster (986:1997-2004), All; Boxster (987:2005-On), Cayman (2006-On)
- S03 – Boxster S (986:2000-2004), All; Boxster S (987:2005-On), Cayman S (2006-On)
- S04 – 911 Carrera (996:1999-2005), All; 911 Carrera (997:2005-On), All; 911 Turbo (965/993/996:1991-On), All; Carrera GT (980:2004-On)
- P01 – 356, All; 912/912E, All; 914/4, All; 924, All
- P02 – 924S 2.5, All; 924 Turbo (931), All; 944, All; 944S, All; 944 Turbo (951), All; 944S2, All; 968, All; 928, All
- P03 – 911 (1965-1969), All; 914/6, All; 911 (1970-1977), All; 911SC (1978-1983), All
- P04 – 911 Carrera 3.2 (1984-1989), All; 911 Speedster (1989); 911 Carrera 2 (964:1990-1994) and Carrera 4 (964:1989-1994), All; American Roadster, All; RS America (1992-1993); 911 Carrera, Carrera S, C4S (993), All
- P05 – 911 Carrera (996:1999-2005), All; 911 Carrera (997:2005-On), All
- P06 – 911 Turbo (1976-On), All; 996 GT2/GT3 (2002-2005)
- P07 – Boxster (986:1997-2004), All

- P08 – Boxster S (986:1997-2004), All; Boxster (987:2005-On), Cayman (2006-On), Cayman S (2006-On)

- I01 – Improved Automobiles (All 4 Cylinder, up to 1999cc, 1800 pounds minimum; All 4 Cylinder, 2000cc up to 2699cc, 2500 pounds minimum; All 4 Cylinder, 2700cc and above and All 6 Cylinder, up to 2399cc, 2200 pounds minimum)

- I02 – Improved Automobiles (All 6 Cylinder and above, 2400cc up to 3199cc, 2150 pounds minimum; All 6 Cylinder and above, 3200cc and above; 2700 pounds minimum; All Turbo/Supercharged 4 Cylinder; 2150 pounds minimum; All Turbo/Supercharged 6 cylinder and above; 2500 pounds minimum)

- 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

As specified in the A-2.2. Class Chart.

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 - Entrants competing for trophies must comply with G-2.1 through G-2.6. Un-official participants (those not registering for the competitive events or not meeting the requirements of Section G-2) may drive the rally if permitted by the host region, but they will run unranked and un-scored.
- (b) Protests (See G-9)
- (c) Awards (See G-11.1 G-11.4)

R-2. CLASSIFICATION

Driver/navigator teams must classify themselves and the automobile correctly (See G-5.2 "Misclassification"). Entrant classification must occur no later than the day before the event starts. There will be four classes:

- R01 Equipped - Any rally aid, except two-way radio communication equipment or cellular telephones is allowed.
- R02 Navigational - The equipment permitted for the unequipped plus class is allowed plus maps, prepared tables, mechanical slide rules, non-programmable, single memory calculators and factory navigational/GPS systems.
- R03 Unequipped Plus - The equipment permitted for the unequipped class is allowed plus factory built-in computers that can read out average speed.
- R04 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.)

Any driver/navigator team found in possession of an operable two-way radio equipment or a cellular telephone during the rally will be disqualified. It is recommended that the radio, telephone, antenna, or the handset be removed from the automobile before the start of the rally.

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 open control stations (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 midpoint. 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 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 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 mailed to all competitive 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 VI.
- (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 to the Rallymaster. The Rallymaster will respond to questions if they are received at least a week prior to the start of the Parade. Responses will be solely for the purpose of clarification. Written questions and responses will be posted in or near the registration 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 registration.

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 registration 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-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 miles 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

R-8.1. Open Controls

The two types of timing control (checkpoint) 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 open controls and no more than one half of them may be of the DIYC type. No more than one DIYC timing control shall occur in succession without an intervening manned control.

R-8.1.1. Open Controls (Manned Checkpoints)

R-8.1.1.1. 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-8.1.1.2. 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-8.1.1.3. 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-8.1.1.4. 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-8.1.2. Unmanned Timing Controls (DIYC).

R-8.1.2.1. 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-8.1.2.2. Procedures for DIYC Controls. At a DIYC, write your “time in” or arrival time (in hours, minutes and hundredths of a minute—not seconds) in the next available appropriate TIME IN box on your timing control card. Write exactly 3.00 minute after this “time in” in the next available TME OUT box on your timing control card. This will be the time you leave this DIYC and start (continue) with the next instruction. Rallyists should pull ahead several automobile lengths beyond the DIYC point, allowing room for other rallyists while completing their paper work. Rallyists must write their “in time” on the control card before entering the next manned checkpoint, or it will be scored as having missed the DIYC. DIYC times may not be changed after entering the next manned checkpoint. Times must be entered in hours, minutes and hundredths of a minute; DO NOT use seconds (see conversion chart in Rally Appendix VII).

R-8.1.2.3. DIYC Control Departure. Each team should leave the DIYC at the time they entered on their control card (3.00 minute after their arrival time). Departure speed is the indicated CAST for the DIYC instruction or previous CAST if none is given.

R-8.1.2.4. 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-8.1.2.5. DIYC Example. Route Instruction reads ‘DIYC at “Stop Ahead”’. Were you to arrive at this sign at 8:46.75 (8:46AM and 45 seconds), you would write your time in (8:46.75) in the first available TIME IN space on your control card and then write your time out (8:49.75 = 8:46.75+0:03.00 minute) in the first available TIME OUT space on your control card. Pull up a bit and then leave the

DIYC point at exactly that out time.

	LEG 1	LEG 2	LEG 3
TIME IN	8:35.89	8:46.75	
TIME OUT	8:04.00	8:40.00	8:49.75
ELAPSED	0:31.89	0:06.75	

R-8.2. 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. Disallowed Delays

Slow-moving farm vehicles, heavy traffic, malfunction of the entrant’s automobile (including flat tires and depletion of fuel), and similar occurrences are considered normal rallying hazards. Delay allowances will not be granted for these situations.

R-9.2. Permitted Delays

Contestants may claim a delay allowance in any amount needed, without penalty, for circumstances on the rally course beyond the control of the contestant, except for the type situations listed in R-9.1. (See R-8.1.4. “Closing of Controls”) Examples of allowable delays are:

- (a) Accident requiring the assistance of the entrant
- (b) Road blockage as the result of an accident
- (c) Road blockage at a railroad crossing
- (d) Road blockage due to a fallen tree, barricades or other obstacles
- (e) Delay due to the movement of a military convoy
- (f) Delay due to a funeral procession
- (g) Delay at the direction of state or local police (not applicable to normal traffic direction nor to apprehension of the entrant for traffic violation)
- (h) Delay due to livestock on the road
- (i) Delay due to the stopping of a school bus

R-9.2.1. Allowance Claims. A claim must be written before reaching the next open control. The claim must be presented at the first open control reached after the delay. The claim must be presented before receiving a timing slip from that control.

R-9.2.2. Verification of Claim. No claim will be allowed unless the necessity for it is verified by another entrant. Also see R-10. (j) "False Claims."

R-10. COMPETITOR'S RULES

Entrants must comply with the following requirements:

- (a) General Rules - See G-5.1. "Conduct", G-5.3. "Alcohol, etc.", G-5.2. "Misclassification", G-5.5. "Driving" and G-6.1. "Speed."
- (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-2.2. and G-2. "Registration Requirement")
- (c) Safety Inspection - Safety inspection is required. (See Section G-7. "Safety Inspection")
- (d) Number of People in Automobile - Each automobile must have a driver and a navigator, both of whom are PCA members and Parade registrants. Children six years old or younger may ride as passengers, but no other passengers are permitted.
- (e) Traffic Violations - Entrants may be disqualified or otherwise penalized for being found guilty of in-motion traffic violations.
- (f) Accident - Entrants may be disqualified or otherwise penalized for being at fault in an automobile accident.
- (g) Passing - Passing within sight of a control station is permissible provided the passing is neither dangerous nor illegal.
- (h) Creeping - Unless permitted or directed by the route instructions, creeping, stopping, or obviously stalling within site of a checkpoint sign is not permitted. "Creeping" is defined as one-half the assigned speed or less, as judged by the checkpoint captain. If a penalty is assessed by the checkpoint captain for creeping, the entrants will be so notified at the control station in question.
- (i) 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."
- (j) False Delay Claims - If a delay allowance is claimed and cannot be verified, it will be assumed that the entrants are attempting to cover up a

deficiency and the entrants will be disqualified.

- (k) Automobile Numbers - Assigned automobile numbers must be in place before starting the rally.
- (l) Following - Entrants may be disqualified if found following another rally automobile rather than using the general and route instructions to determine the route.
- (m) Equipment - Any team found in possession of equipment not allowed in its class will be disqualified. (See R-2. for equipment allowed)
- (n) Seat Belts - Drivers, navigators, and any passengers must wear seat belts during the rally; see the passenger rule above.
- (o) 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 arrivals at all timing controls will be taken to the nearest hundredth of a minute and expressed in hours, minutes, and hundredths of a minute.

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.)

R-11.2. Scoring

R-11.2.1 Leg Score. The basic penalty (score) for arriving early or late at a control will be one point per hundredth of a minute, up to a maximum of 500 points (i.e., 500 points is the maximum score per leg, excluding penalties). Earliness at one control does not make up for lateness at another and vice versa.

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. If a team misses a control station(s), the score will be the difference between (1) the team's elapsed time between the control stations reached and (2) the sum of the official leg times between the same controls plus a uniform penalty of 1000 points for each missed 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

Official scores will be posted at the time and place identified in the published Parade Schedule. Individual scoring irregularities must be reported to the Rally Master 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 areas, the Porsche company and family information and PCA history. All entrants will begin the test at the same time. A test consisting of 100 questions (not including tie-breakers) will be allowed two hours to complete while a test consisting of only 50 questions (not including tie-breakers) will be allowed one hour. 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.)

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). Entrant classification must occur no later than two days before the start of the event. The classes are:

- Q01 356 and Limited Production – Through 1965
- Q02 Early 911, 930, 912(& 912E) and Limited Production based on these series - From 1966 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 incl. Turbo), Boxster (986) and Cayman and Limited Production based on these series.

- Q06 914/4, 914/6 and Limited Production based on these series.
- Q07 924, 944, 968 and Limited Production based on these series.
- Q08 928 and Limited Production based on this series.
- Q09 Cayenne and Limited Production based on this 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 no more than 100 questions, exclusive of the tiebreaker questions. All quizzes will have the same number of questions. The tiebreaker questions will be general in nature and the same for all classes.

Q-3.1.1. There shall be 20% to 30% model specific questions. The percentage of model specific questions shall be equal across 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.

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.

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) One point will be given for each correct answer. The tiebreaker questions will be scored separately from the main test and such scores will not be added to the test scores. The tiebreaker scores will be used only to determine finishing positions where test scores are identical. In the event the

tiebreaker scores are also identical, 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.