

2008
RMR/AMR EVENT RULES



**ROCKY MOUNTAIN REGION
AND
ALPINE MOUNTAIN REGION
PORSCHE CLUB OF AMERICA**

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2008 CHALLENGE SERIES EVENTS*

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|------------------------------------|--------------|
| 1. RMR Autocross | April 6 |
| 2. RMR Spring Tour | April 12 |
| 3. AMR AutoCross | May 4 |
| 4. AMR La Junta Driver's Education | May 17-18 |
| 5. AMR Pueblo Driver's Education | June 7-8 |
| 6. RMR Charity Concours d'Elegance | June 14 |
| 7. RMR La Junta Driver's Education | July 11-12 |
| 8. AMR Pueblo Driver's Education | August 3-4 |
| 9. AMR Tour Driver Training | August 9-10 |
| 10. AMR Autocross World Arena | September 6 |
| 11. AMR Fall Tour | September 28 |
| 12. RMR Trick or Cross Autocross | October 25 |

Other events (non-Challenge Series events)*:

*Check your region's monthly newsletter for additional driving and social events and for possible schedule changes.

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I. INTRODUCTION

The Challenge Series is a friendly competition for members of the Rocky Mountain Region (RMR) and the Alpine Mountain Region (AMR) of the Porsche Club of America. These two regions cover all of Colorado. RMR includes the northern portion and is headquartered in Denver. AMR covers the southern portion and is headquartered in Colorado Springs.

This manual contains the rules, regulations, and requirements for participation in this year's RMR/AMR Challenge Series and for all non-Challenge Series driving events. All participants are required to read this manual in its entirety and are responsible for knowing its contents. These Rules are not related to, and do not apply to PCA Club Racing.

This year there are twelve events in the Challenge Series: four Driver's Education events, four Autocrosses, three Rallies/Tours, and one Concours.

To qualify for an overall year-end award in a class, you must participate in four events:

- one Autocross
- one Rally/Tour
- two Driver's Education event, one from each region (One from each Region requirement is waived for 2008).

Your top seven event scores in that class will be totaled at the end of the year, including your four qualifying events. Check your Region's monthly newsletter for dates, times, places, chairperson, etc.

Any PCA member, affiliate member, or Porsche owner can participate under these rules; however, to be scored for the Challenge Series you must also be a member or affiliate member of either AMR or RMR.

The purpose of the Challenge Series is to provide an organizational framework promoting a spirit of friendly competition through an educational series of events for the Porsches we enjoy. All RMR and AMR driving events, and all participants in them, are governed by the rules as stated in this manual.

NOTICE

These rules and regulations are designed to provide for the orderly conduct of Challenge Series events, other driving events, and to promote 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 regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others.

II. GENERAL RULES

The following is a summary of the rules for all Challenge Series events and other driving events:

- Only members of AMR or RMR will be permitted to compete for Challenge Series points. Proof of membership may be required at any event. Only persons at least 18 years of age may participate in any driving event. However, 16 and 17 year-old sons and daughters of PCA members in good standing may compete in Autocrosses and as the navigator in Rally/Tours pursuant to the guidelines of the Junior Participation Program (details of this program, and required forms, are available on the PCA National website).
- All participants are responsible for properly classifying their vehicle. See Chapters III and IV. Improperly classified vehicles may be disqualified from being scored for that event. See Chapter V.
- Positively no alcohol or drugs are allowed during any event.
- All vehicles must be in good working condition and pass a tech inspection for Driver's Education events and Autocrosses. See Chapter XII. Vehicles must meet a 105 dB(A) or lower noise limitation. See Chapter XIII.
- See Tech Inspection section for helmet requirements.
- Only Porsches may be entered for Challenge Series points in Autocrosses, Driver's Education events, Econo Rallies and Concours. Any type of vehicle may be used at non-econo Rallies or Tours, but Porsches are preferred.
- A valid Driver's License is required of all entrants at all events.

Additional rules applicable to Challenge Series events and other driving events are found throughout this booklet. For instance, administrative rules adopted by the Boards of Directors of AMR and RMR are found in Chapter XIII.

The Challenge Series Committee encourages anyone with a question about Event Rules interpretation or vehicle classification to submit a written request for a ruling to the Challenge Series Committee. The Challenge Series Committee will make a ruling on the request (by majority vote) and provide a written response. These rulings will be kept in a file available for everyone's use and can be relied on by entrants during the current year. There is a formal procedure for consideration and possible adoption of changes to these Rules for succeeding years. The procedure solicits members' suggestions and comments prior to the adoption of rule changes. In addition, the procedure is designed to provide members with advance notice of proposed changes and to enable establishing the rules prior to the start of the year.

First, members may submit suggestions for changes to the Challenge Series Committee at any time. Watch your RMR and AMR newsletters for announcement of the cut-off date for consideration of rules changes for the next year. Rules changes should be suggested in writing to the Chair, although any Committee member may propose changes.

Second, the Challenge Series Committee meets and decides which rules change suggestions have merit. This determination does not mean that the Committee endorses these changes absolutely. It just means that they are worthy of serious consideration and have the potential to win Committee approval. These are proposed to the membership by publication in the newsletters or by mail to members, and members' comments are solicited for a period of time. Again, members' comments are most effective if presented in writing to the Chair, who will make them available to the Committee.

The Challenge Series Committee then again meets, determines which of the proposed changes to the rules are to be accepted, with or without modifications, and after Board approval causes them to be published as close to the start of the calendar year to which they will apply as can be accomplished. As a practical matter, members may find that they will first learn of rules changes from articles published in the newsletters of the two regions. From the point of view of members at large, the important things are to propose changes you wish to see, and to comment on the published proposals. Call the Chair or a member of the Rules Committee if you are uncertain about what a proposed rules change means.

III. CLASSIFICATIONS

A. CLASSES

There are four categories of classes: Street, Production, Improved, and Modified.

The Street category contains entirely stock vehicles in regular production (as normally delivered to the United States public through authorized sales outlets of the manufacturer) with no performance enhancing deviations from stock at all. This category is intended to encourage people who are just starting out, who have late model Porsches, and those who don't want to spend the time and money necessary to keep up with the latest performance modifications, to participate in Challenge Series events.

The Production category contains stock vehicles (as normally delivered to the United States public through authorized sales outlets of the manufacturer) with limited performance enhancing deviations from stock. These changes have limits as defined below.

The Improved category contains vehicles with additional performance enhancing changes from stock specifications, whether changed by the factory, dealer or owner, and certain factory special production cars. These changes have limits as defined below.

The Modified category contains factory-built race cars and vehicles that have performance enhancing modifications outside the limits of the Improved category.

Each category is divided into classes, grouping vehicles with similar performance potential. Vehicle models are initially classed in one of eight Production base classes; some higher performance models are initially classed in Improved class I3. Entirely

unmodified vehicles may be classed in one of the Street classes based on which Production or Improved class the model would be classified in. Vehicles with modifications not exceeding those allowed will be classified into the appropriate Production class. Those vehicles with significant modifications are progressed into the Improved category or Modified category as appropriate. Table 1 below presents the classes by type of Porsche.

DEALER AND FACTORY OPTIONS ARE NOT "STOCK". However, options that are not considered to improve performance are allowed in the Street, Production and Improved classes (e.g., trim packages, air-conditioning, etc.). The Modified classes are determined by specific performance factors, not by base class.

The classification of your vehicle depends not only on its model, but also on the type and quantity of changes (if any) made to the stock vehicle and the tires used. Some modifications are "free", that is, allowed without effect on classification. Other changes from stock are handicapped through weighted penalty points. Improvements, modifications, and tire selection will cause your vehicle be classified in the Production class, or to progress to the appropriate Improved and Modified classes if sufficient penalty points are accumulated.

Special rule for Stock and Prepared PCA Club Racing cars: Any Porsche properly classed in the Stock or Prepared classes according to the current PCA Club Racing Rules having modifications allowed by PCA Club Racing, but not by these RMR/AMR Event Rules, shall be classified in the Improved class that model would otherwise be classified in.

Men and women compete in separate classes. Women's classes are designated with the suffix "W", and men's classes with the suffix "M".

For new model vehicles introduced by Porsche this year, non-U.S. specification vehicles, and for models not specifically classed below: make a written request to the Challenge Series Committee for proper classification.

B. MISCELLANEOUS REQUIREMENTS

1. Non-Porsche engines are not permitted in any class.
2. Non-Porsche vehicles are not permitted in any class.
3. Use of Oxygen-bearing fuels such as nitrous oxide, alcohol, nitromethane, methanol, etc., is not permitted in any class. Race fuel is permitted only in Modified.
4. Vehicles must comply with the requirements of Chapter XII (e.g., working headlights, turn signals, and full interiors in Street, Production, and Improved).
5. A securely mounted fire extinguisher convenient to the driver is required in all vehicles except those in the Street classes.
6. Cayennes may only have the limited changes from stock condition permitted vehicles in Street Classes. Cayennes may not run in Production, Improved or Modified.

Table 1. Classes

Class	Vehicle Model
Street	
S1	Models listed in Classes P1 through P3
S2	Models listed in P4
S3	Models listed in P5
S4	Models listed in P6
S5	Models listed in P7
S6	Models listed in P8 and non-progressed models listed in Class I3
S7	Cayenne (all)
Production	
P1	356 (all), 912 (1.6), 914-4 (1.7, 1.8, 2.0), 924 (2.0), 912E
P2	924 Turbo (931), 924S (2.5), 944 (2.5), 911 (2.2T and all 2.0 except 2.0S), 914-6 (2.0)
P3	911 (2.0S, 2.2E, 2.2S, 2.4 (all), 2.7 (all)), 944S (2.5), 944 (2.7), 928 (1978-1982)
P4	911SC (all), 928 (1983-1984)
P5	911 Carrera (3.2), 928 (1985 on), 944 Turbo thru '88, 944S2 (3.0), 911 (964) Carrera 4, 968, Euro-spec 911 SC, 986 Boxster
P6	944 Turbo S, '89 944 Turbo, Carrera RS (touring model), Carrera Club Sport, 911 (964) Carrera 2, 986 Boxster S, 987 Boxster, Cayman
P7	930, 911 Turbo through 1989, 964 Turbo, 911 RS America, 993 (all except turbo), Carrera RS (lightweight), 1992 Carrera Cup cars as sold by Porsche in the U.S.A. without roll cages, 987 Boxster S, Cayman S
P8	996, 997, 997S (all except turbo, GT3, X51 ,Club)
Improved	
I1	6 through 10 points in classes P1 or P2.
I2	6 through 10 points in classes P3, P4 or P5.
I3	6 through 10 points in classes P6, P7 or P8. 993 turbo, 996 turbo, 996 turbo S, 996 GT2, 996 GT3, 997 GT3, 997 turbo, 997 GT3, 997S X51, Club and Carrera GT with D.O.T. approved tires.
Modified	
M1	11 or more points in Classes I1, I2 or I3. Minimum vehicle weight of .9 pounds per cubic centimeter of engine displacement, maximum engine displacement of 2.7 liters and maximum rim width of 7 inches.
M2	11 or more points in Classes I1, I2 or I3. Vehicle weight of .75 to .899 pounds per cubic centimeter of engine displacement, maximum engine displacement of 3.6 liters and max. rim width of 10 inches.
M3	11 or more points in Classes I1, I2 or I3 and vehicle weight of less than .75 pounds per cubic centimeter of engine displacement. 11 or more points in Classes I1, I2 or I3 on any vehicle equipped with: a turbocharger or supercharger, rims wider than 10 inches, or with an engine larger than 3.6 liters regardless of vehicle weight.

IV. MODIFICATIONS

Any equipment, component, part, or modification which is **performance affecting** and which is not specified in this Chapter IV will be assigned 11 points and will automatically place a vehicle in the appropriate Modified class.

A. STREET CLASSES

Vehicles in the classes of the Street category must be as they could have been delivered in the United States from the dealer in their model year, must be eligible to be classed in Production classes P1 through P8, or class I3 if not progressed, but may have only the following limited changes from factory stock condition:

1. Modifications which are not performance-affecting are permitted.
2. Wear items such as gaskets, air cleaners, clutches, shock absorbers, brake pads, and spark plugs, may be replaced with any brand of such item.
3. Removal of the spare tire, jack, lug wrench and tools is permitted.
4. Suspension and engine parts may be adjusted to any setting as long as no machining or other modification is necessary to effect the setting.
5. Jets and emulsion tubes may be changed on any car originally carbureted.
6. Any chain tensioners or guards are allowed.
7. 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. Floor mats may be removed. Race seats and five or six point belts are not permitted in the Street classes.
8. Roll bars: Safety devices consisting of lateral members and longitudinal braces, all attached within the passenger compartment are permitted. Upholstery may be removed if necessary to accommodate bolt-in roll bars.
9. Parts such as sway bars and wheel rims may be replaced with aftermarket parts with the same specifications as the original factory items.
10. Tires: Tires must be DOT approved and have a tread wear rating of greater than 140. Tires must also meet Colorado State requirements for tread depth. This requires at least 2/32ds of an inch of tread depth measured in any two tread grooves at three locations equally spaced around the circumference of the tire, or, if the tire has tread wear indicators, the tire is deficient if it is worn to the point that the tread wear indicators contact the pavement in any two tread grooves at three locations equally spaced around the circumference of the tire.
11. Use of any gasoline except for oxygen-bearing fuels such as nitrous oxide, alcohol, nitromethane, methanol, etc., is permitted. However, gasoline required in the Front

Range area during certain times of the year containing MTBE or ethanol, and widely available from ordinary service stations is permitted.

12. Performance enhancing options which were installed by the factory as part of the process of ordering a new vehicle for delivery in the United States will not disqualify a vehicle from being in the Street classes. Factory options may be added to a car in the Street classes as long as only factory parts are used, the option was available from the factory for that year model, and the option is completely installed, i.e., as if it had been ordered from the factory with that option. This provision may not carry over to classification of Production or Improved cars.
13. Any fire extinguisher is permitted and a fire extinguisher is highly recommended. However, vehicles in the Street classes are the only vehicles which are not required to have a fire extinguisher for Driver's Education track events.

B. FREE

In addition to the modifications allowed for Street Classes, the following additional modifications are allowed in the Production and Improved classes without penalty points:

1. Exhaust – Any modification after the head is permitted. The muffler may be removed when event conditions permit.
2. Any shock absorber, anti-sway bar, torsion bar, coil spring or tie-rod end may be used. Coil springs may not be substituted for torsion bars.
3. Any updating or backdating of parts and assemblies within the same model range and Challenge Series class. Model ranges are described in Appendix A. No such changes are allowed outside of model range unless the vehicle is completely changed to meet the weight, transmission gear ratios, ring & pinion, and track specifications contained in Appendix B, and has the appropriate body type, engine, wheels, and tires for its imitated model range. Transmission gear changes cannot result in gearing which could not have been achieved by purchasing a complete earlier or later transmission within Model Range and Challenge Series class.
4. Drilled or slotted rotors may be used. Any brake component within series (as described in Appendix A) may be used. Pads, linings and brake lines of any manufacture may be used. A "safety braker" device may be used. Any type of brake cooling may be used. Vehicles which could be ordered with the M030 suspension option may use the M030 brakes even if updating rules would not allow it.
5. Any shock tower brace may be used as long as it is bolted in (not welded) and is triangulated in only one plane.
6. Offset rims, tires or spacers. These are permitted provided no modification to the vehicle, other than increasing the stud or wheel bolt length, is required by their use. Any resulting increase in track width may not exceed 1 inch.
7. Up to 1750 cc displacement is permitted for 356's and 912's.
8. Substitute DME Prom "chips" programmed in any manner, except for those affecting turbo boost, are permitted.

9. Tires and Wheels - In Production classes, wheels must be the same diameter as available from the factory for the model range. All tires must be Department of Transportation (DOT) certified and must not rub against any surface of the vehicle during driving event runs. Tire aspect ratio and width are free but must fit within the stock fender wells.
10. The use of non-standard material suspension bushings is permitted. Turbo tie-rod ends are allowed. Spherical bearings may be used in sway bar links. Upper front strut mount assemblies may be replaced with bolt-in aftermarket assemblies incorporating spherical bearings so long as they do not permit camber/caster adjustment beyond the stock range.
11. In 914 2.0 cars, the use of 94mm non-U.S. OEM pistons and cylinders is permitted.
12. The battery may be located anywhere in the vehicle except inside the passenger compartment.
13. Any steering wheel may be used.
14. Any spoiler may be fitted.
15. On a 356, any rear camber compensating device may be used, and a 911 hydropneumatic suspension may be removed. One-piece rear suspension spring plates may be replaced with adjustable plates of the same length.
16. Ignition System: Any modification is allowed, provided a mechanical distributor is used which fires the same number of spark plugs as the original distributor fired.
17. Air Cleaner: Any type of air cleaner or air cleaner housing may be used. The air cleaner and air cleaner housing may be removed.
18. Carburetors: Any vehicle originally carbureted may have any carburetor, provided the throttle body and venturi dimensions are not changed from original specifications.
19. Fitting or relocating an electric fuel pump is permitted.
20. Sump: If a vehicle originally had a wet sump lubrication system, the sump may be modified to ensure a constant source of engine lubrication at the oil pickup tube. This does not allow conversion to a dry sump system.
21. The addition of any oil cooler, oil filter or Accusump-type system is allowed.
22. Internal engine parts may be balanced.
23. Any chain tensioners or guards are allowed.
24. Interior Modifications - Alternate seats may be used.
25. Roll bars: Upholstery may be removed to accommodate weld-in roll bar mounts.

26. Gear Shift Linkages: Gear shift linkages may be modified or exchanged.
27. Seam Reinforcement: Use of reinforcement kits, addition of plates to reinforce seams or suspension control arms, and welding of seams is permitted.
28. Inside fender lips may be rolled or ground to prevent tires from rubbing. Fenders (including wheel openings) may be modified provided the tire-rim-spacer combination and ride-height setting used could be used without the fender modification (i.e., could be used on an unmodified vehicle of the same model) with no penalty points.
29. Squirting water into the air flow generated by an engine's cooling fan to assist in engine cooling is permitted.
30. Any fuel pressure regulator may be added to any vehicle originally carbureted as a free modification, and may be added to a vehicle converted to carburetors with no additional points other than assessed for the carburetor conversion.
31. In Improved classes, the factory X50, X51, X53 and Sport Chrono options are allowed as free modifications.

Generally, there are no weight specifications applicable to Street, Production, or Improved classes. However, vehicles in these classes may not be lightened except as a direct result of permitted modifications as listed in this Chapter IV. But if a vehicle has been altered to be in a model range other than its model range of manufacture, then it must meet the weight minimum specified in Appendix B regardless of permitted modifications.

C. PRODUCTION

Table 2. Production Class Modifications

The following modifications are allowed in Production classes with the corresponding penalty points.

Six or more points will advance a vehicle to the appropriate Improved or Modified Class.

Item	Modification	Points
1	Lightened flywheel, pressure plate or clutch disk	1
2	Limited slip differential (whether or not a factory option)	2
3	Increase up to 1.2 millimeter (.0472 in.) in the bore. This is allowed in Production classes for normal engine overhaul	2
4	Maximum of 2 40mm, 2 barrel carburetors with 32mm venturies (914 2.0). Maximum of 2 40mm, 2 barrel with 30mm venturies (914 1.7 and 914 1.8)	2
5	Modified venturi	2
6	Bored-out throttle body (no other modification to intake system)	2
7	Velocity stacks, added or modified	1
8	Increased rim width : Stock rim widths are: 5½" on 356, 912 and 914 (all); 6" on 924 and 911; 7" on 2.5 924S, 2.7 Carrera, 924 Turbo, 944 and 911SC; 8" on 3.2 Carrera, 930 Turbo (1985 and older) and Carrera 2/4; 9" on 911 Turbo (1986 - 1989), 928 (all), 944 Turbo, 944S2, 968, RS America, 986 Boxster; 9.5" on 987 Boxster; 10" on 911 Turbo (1991-1997), 993; 11" on 996, 997, 996 Turbo, 996 GT3; 12" on GT2; 12.5" on Carrera GT	1 per ½" over stock, up to 2" max for widest rim on vehicle
9	Non-stock brake modifications, other than calipers and rotors (which are dealt with in Item 6, Table 3), such as power boosters, master cylinders, brake proportioning valves, and brake pedal modifications	2
10	Disabled alternator or generator	1
11	For 924, 944, 968 series only, aftermarket front control arms	1

D. IMPROVED

The following modifications automatically place the vehicle in the appropriate Improved class with the corresponding penalty points.

Penalty points resulting from modifications described in "C" above must also be counted to determine final classification. 11 or more total points will advance a vehicle to the appropriate Modified class.

Table 3. Improved Class Modifications

Item	Modification	Points
1	Any intake and fuel delivery system modification or substitution not allowed in "A" or "B" above, other than adding turbochargers or superchargers. (If points are applied under this provision, any modifications to which Items 5, 6, and 7, Table 2 applies are free)	4
2	Increase of up to 120 cubic centimeters in engine displacement over stock by any method.	4
3	Compression ratio or boost may be increased by any method (If compression is increased only as a result of a permitted overbore - 0 points).	4
4	Altered transmission (type, gear and ring and pinion ratios).	4
5	Any machining, modification of, or substitution of front or rear suspension parts, other than free modifications permitted above, may be done as long as the location of the suspension mounting points is not changed. (If points are applied under this provision, any modifications to which Item 11, Table 2 applies are free)	2
6	Use of any out of series (as defined in Appendix A) or non-Porsche brake rotors or calipers. (If points are applied under this provision, any modifications to which item 9, Table 2 applies are free)	2
7	Any method of cooling the engine is permissible.	0
8	Race, non-DOT, or recapped tires. Tires may rub lightly in Improved and Modified classes.	0
9	Wheel diameter other than as available from the factory for the model range.	0
10	Rim width more than 2" wider than stock (see item 8, Table 2).	1 additional point for each additional inch
11	Any modification to fenders or wheel openings is permitted. This does not permit replacement of entire quarter panels or fenders with panels made of lightweight materials.	0

E. MODIFIED

Any modifications not listed in "A", "B", "C" or "D" above automatically place the vehicle in the appropriate Modified class depending on the vehicle's engine displacement, weight, and rim width as specified in Table 1.

Add-on turbocharger or superchargers automatically place the vehicle in Class M3. Any vehicle originally equipped with a turbocharger which is placed in the Modified category because of unlisted modifications or modifications carrying 11 or more penalty points must run in Class M3.

Modified Class examples for some common engine sizes:

Class	Nominal Engine displacement	Actual Displacement Cc	Minimum Weight lbs	Maximum Rim Width (inches)
M1	1.6 (356, 912)	1582	1424	7
M1	1.7	1679	1511	7
M1	1.8	1795	1616	7
M1	2.0 (914)	1971	1774	7
M1	2.0 (924)	1984	1786	7
M1	2.0 (911)	1991	1792	7
M1	2.2	2195	1976	7
M1	2.4	2341	2107	7
M1	2.5 (944)	2479	2231	7
M1	2.7	2687	2418	7
M2	1.7	1679	1259	10
M2	1.8	1795	1346	10
M2	2.0 (914)	1971	1478	10
M2	2.0 (924)	1984	1488	10
M2	2.0 (911)	1991	1493	10
M2	2.2	2195	1646	10
M2	2.4	2341	1756	10
M2	2.5 (944)	2479	1859	10
M2	2.7	2687	2015	10
M2	3.0	2994	2246	10
M2	3.2	3164	2373	10
M2	3.6	3601	2701	10
M3	Any	Any	no min.	no max.

Note: Minimum weights are calculated on actual engine displacement.

Note: Vehicle weight means total weight of the vehicle in pounds as used during the timed runs, without a driver or passenger.

V. PROTESTS AND APPEALS

- A. The right to protest shall rest only with the Event Chairperson, the Protest Committee, or a driver taking part in the competition. They may protest a decision, act or omission of the organizers, officials, vehicle, driver or other persons connected with the competition, which is considered to be in violation of these rules, or an improper interpretation of these rules, except that they shall not have the right to protest the requirements for entry.
- B. Every protest shall be made in writing, specifying the protested vehicle's number, a brief description of the vehicle, and specific rule infraction. The protest shall be made to the Protest Committee and signed by the protestor. Protests should be submitted prior to timed runs to allow proper reclassification when possible, and must be submitted within 30 minutes of completion of the last timed run of the protested vehicle. Each protest must be accompanied by a fee of \$20.00 in cash. The fee shall be returned if the protest is upheld. Otherwise the fee will go to the sponsoring region's treasury. Protests made by the Protest Committee or by the event chairperson are fee-exempt.
- C. Each vehicle in the competition must be available for inspection for at least 30 minutes following the last timed run of each entrant; otherwise the protest will automatically be upheld.
- D. The Protest Committee has the right to impound any vehicle protested. It is the driver's responsibility to present the vehicle as required. The vehicle must remain unchanged until released by the Protest Committee.
- E. Only a member of the Protest Committee, Event Chairperson, or another driver in the same class can protest a vehicle. The protestor may request that the vehicle be dismantled, inspected, or any other test be made, provided that the protestor posts a cash bond with the Protest Committee sufficient to cover the total expense of disassembly, inspection and reassembly. If the vehicle is found upon inspection to conform to the rules, the protestor shall forfeit the bond, which shall be used to cover the costs involved. If the vehicle is found upon inspection not to conform to the rules, the protestor's bond shall be returned and the driver of the protested vehicle shall stand all expenses and be subject to penalty as determined by the Protest Committee.
- F. The Protest Committee shall hear the arguments of the protestor and the protestee, and by majority vote determine the validity of the protest and shall issue a written opinion containing its findings, reasoning, and penalties, if any. Protest outcomes will be published (without names) with the event results.
- G. The Protest Committee shall determine penalties for upheld protests which are appropriate to the seriousness of the offense. It is not necessary that every protest result in disqualification. If a vehicle is found to have been improperly classified, any penalties shall be assessed against each driver of that vehicle. However, the Protest Committee may not place a vehicle in another class after it has taken a timed run, nor may it place a vehicle in another class for previous events.

H. Role and membership of Protest Committee

1. The event Chairperson shall appoint, prior to each event, a Protest Committee consisting of three persons, with members of both AMR and RMR represented. A member of the Challenge Series Rules Committee shall be the chairperson of the Protest Committee, if possible.
2. The event Chairperson shall appoint, as necessary, alternates for Protest Committee members who are protested or are in the same class as the protested vehicle.
3. Each member of the Protest Committee has one vote.
4. Decisions of the Protest Committee are final, subject to discretionary review by the Challenge Series Committee. Drivers subject to the protest, who brought the protest, or whose Challenge Series standings could be affected by the protest may petition the Challenge Series Committee to review the decision. The petition shall conform to Chapter V.B. above, except that the fee shall be returned if the Challenge Series Committee declines to review the decision of the Protest Committee. The petition shall be submitted to a member of the Challenge Series Committee within five days of the Protest Committee Decision.

- I. Role of the Challenge Series Committee. Upon receipt of a petition for review, the Committee members shall be polled. If one-third of its members wish to review the matter, a meeting shall be held with as much notice as practical to all parties. The Challenge Series Committee shall determine the facts, apply the rules, and determine the penalty, if any, to be assessed against each driver of the vehicle. The results shall be published as in Chapter V.F. above. Decisions of the Challenge Series Committee are final.

VI. SAFETY POLICY

The goal of the safety policy is to make all events as safe as possible through safety procedures appropriate to our drivers education and autocross events. To achieve this goal, a Safety Chairperson is appointed on a yearly basis for each region by its President with the advice and consent of each region's Board of Directors. The Safety Chairperson shall have overall responsibility for safety rules and making recommendations to the Board of Directors of each region. Each specific event is governed by an Event Safety Committee composed of the Event Chairperson, Event Chief Instructor, and the Event Safety Chairperson. At an autocross, the Event Chairperson shall appoint an experienced member to fill the Chief Instructor position on the Safety Committee.

The Event Safety Committee has full authority, acting in its sole discretion, to impose sanctions for dangerous or over-aggressive driving, fast driving in the paddock or pits, unsafe conduct, or other violations of safety rules, on any entrant during the course of an event. These may include, but are not limited to, loss of track or run time or dismissal from the event. Any imposition of sanctions extending beyond the event where the violation occurred is a matter for determination by the Board of Directors of the region in question.

The Safety Rules contained in this booklet shall be considered minimum requirements for every event and shall not preclude implementation of additional safety measures for specific events or conditions. In addition to this policy, the following rules apply to track events:

- An ambulance and trained medical personnel will be in attendance at all Driver's Education events while vehicles are on the track.
- A vehicle to serve as an emergency vehicle will be present at all Driver's Education events while vehicles are on the track. This vehicle will have a 4 to 5 foot pry bar, fireproof gloves, knife, extra fire extinguisher and oil drying compound to be used on the track.
- Corner workers will wear orange vests at all times.
- A securely mounted fire extinguisher convenient to the driver is required in all vehicles except those in the Street classes.
- Use of alcohol or illegal drugs is not allowed during any event by anybody who is within the area for which a liability waiver must be signed.

VII. CHALLENGE SERIES SCORING

To qualify for a year-end trophy within a class you must participate in at least four categories of events as follows:

- 1 Autocross
- 1 Rally/Tour
- 2 Driver's Education events in 2008

For purposes of qualification, you may satisfy your Rally obligation by working one of the Rally/Tours without having to enter. If you elect to use this method, you will receive one participation point.

To participate in an Autocross or Driver's School for Challenge Series scoring purposes, you must attend the event and take the green starting flag for at least one practice session or timed run. To participate in a Concours, you must be the entrant or co-entrant of a vehicle that is judged. To participate in a Rally/Tour, you must be the driver or navigator of a vehicle that drives some portion of the Rally/Tour route, or work the event. If, for any reason, you do not have a timed run or score in an event, it is your duty to notify the event chairperson that you are to be reported as having participated in the event. An event chair or co-chair (limit of two persons) who does not enter their own event receives one participation point for that event anyway in whichever class the chair or co-chair declares. In the case of a TSD rally, the event chairs are awarded 9 points.

Timing will send results of timed events and the Chair of a Rally/Tour will send results to the Challenge Series Chair and the Webmeister within two weeks of the completion of the event. The results will then be posted on the website. Any discrepancy noted by the member shall be brought to the attention of the Chair within the following two weeks in order to resolve the difference timely.

Year-end Challenge Series points will be determined by totaling 50% of the total number of Challenge Series events run that year, rounded up to the nearest whole event. Of these, four must be qualifying events; the rest will be the best of the remaining events you have participated in. If, for instance, you only participate in one Autocross, and do not finish a timed run, you will have to include your one Autocross point in your total score. In the event you have more than one qualifying event in a particular category (e.g., three Autocrosses), the best of these will be scored first.

The points awarded for finishes in Challenge Series events, as described below, will be awarded to RMR and AMR members according to their order of finish without considering participants who are not members of either RMR or AMR.

Points for events are as follows:

Place	Points
First	9
Second	7
Third	5
Fourth	4
Fifth	3
Sixth	2
Seventh and below	1
Participation	1

Challenge Series trophies will be paid for by an assessment of \$3.00 per entrant per separately scored Challenge Series event. This will be included in the entry fee and is not an additional charge to the entrant.

Electronic timing shall be used unless circumstances or availability prohibit use. Upon failure of timing for 30 minutes, the chairperson shall decide to use stopwatches or continue with electronic timing repair. If stopwatches are used, the procedure shall be to use 2 timing people (preferable the same 2 people for all times) with the official time being an average of the 2 times.

A. Autocross and Driver's Education Events

Entrants scoring points in one class may not transfer them to another class, but can combine points earned in two different vehicles in the same class, but at different events. A vehicle may only earn points in its correct Challenge Series Class.

If all classes cannot complete their timed runs at an event for any reason (e.g., safety, weather or early cancellation of the event by the chairperson), then one participation point will be awarded to each entrant who registered and attended the event. If an event is cancelled for any reason after registration for the event has opened, but before it commences, then one participation point will be awarded to each person who had pre-registered for the event at the time of cancellation.

An entrant who participated in the event, but did not finish at least one timed run will receive only one participation point. A disqualification (four wheels off in a Driver's Education event, missing the course in an Autocross) is the same as not finishing.

B. Rally/Tour

If a Rally/Tour event has at least one hour, either consecutively or cumulatively, of one or more time/speed/distance legs which follow recognized rally rules similar to the Rally General Rules in Chapter XIV, then participants who start and finish the event and start one TSD leg will receive points in their declared Challenge Series class in accordance with their place in their Challenge Series declared class for the time/speed/distance portion of the event. All Rally/Tour workers (as designated by the event chair), or persons who participate in an event which is aborted or shortened below the required minimum due to weather, traffic, organizational, or other difficulties will receive one Challenge Series participation point (event chair or co-chair receives nine points). Trophies, if any, for such an event may be given on any basis selected by the event chair, and may include scoring of legs or the whole event by means, objective or otherwise, not involving TSD rules.

A Rally/Tour which does not have the specified minimum TSD portions will be a "participation point only" event. Such events may be scored in any way the event chair desires for the purposes of giving out event trophies, or may not be scored at all, as the event chair sees fit.

Rally/Tour entrants must designate the Challenge Series Class to which their points will be assigned on the entry form. The driver and navigator may designate different Challenge Series classes. An entrant may use any vehicle within the restrictions of Chapter II, General Rules.

A Rally/Tour will not be a race and will not require you to violate any traffic laws. Check with the Event Chairperson for specifics, and to determine whether or not the particular event is a full points or a participation only event.

C. Concours

Concours entrants must designate the Challenge Series Class to which their points will be assigned on the entry form. The entrant and co-entrant may designate different Challenge Series classes. The place a vehicle receives in the Concours class entered will transfer as the Challenge Series place and points in the Challenge Series Class designated for the entrant and co-entrant.

D. Ties

Should a tie exist in any class at the conclusion of the Challenge Series events for the calendar year, the tie will be broken by awarding one additional point to the entrant who participated in the most Challenge Series events in that class during the year. If the number of Challenge Series events participated in is also the same, then one additional point will be awarded to the entrant who scored higher in relation to the other tied entrant in head-to-head competition. If this does not break the tie, the entrant with the most Challenge series points in all events and classes wins. In case of ties in Autocross or Driver's Education events, the entrants tied shall all receive points appropriate to the tied place, and the next lowest scoring entrant shall receive points for the corresponding lower position as if the tied entrants had filled the intervening positions. Concours and Rally/Tour ties shall be similarly scored unless a tie-breaking method was specified in the event rules.

VIII. AUTOCROSS RULES

An Autocross is basically a low-speed event with a course delineated with pylons. There will normally be no instruction at these events; however, time will be allowed for course "walkthrough".

The following rules apply specifically to Autocrosses:

- Approved helmets (as defined in Tech Inspection Chapter) must be worn and be in good condition.
- Seat belt use is required.
- Full-length pants, long-sleeved shirts, socks and full shoes are recommended for all drivers and corner workers. Bare feet, sandals or open-toed shoes are not permitted for drivers or corner workers.
- All loose items must be removed from compartments, passenger area and trunk, and your vehicle must pass a top-tech inspection prior to being allowed to participate.
- Vehicles must meet Chapter XII tech requirements.
- Use utmost caution while driving in the pit and parking area (do not exceed 5 MPH). Persons deemed driving unsafely will be disqualified from the event.
- No passengers are allowed during timed runs.
- At parking lot Autocrosses, Targas and 914s may participate with their tops off, and Speedsters, Cabriolets, Roadsters, Boxsters, and Convertibles may participate with their tops down and without being required to have a roll bar.
- If a competitor knocks over a pylon or moves it completely outside its outline, a penalty will be incurred. All pylons will have the same penalty. The penalty will be two seconds for each pylon so moved. The final pylon penalty assigned to a run or rerun will be the pylon penalty recorded during that run.
- If a driver observes a pylon(s) moved or upset by someone else, the driver should stop immediately and indicate the problem to a course worker, who will verify the problem and then proceed at a reduced speed back to the grid for a rerun without penalty.

IX. DRIVER'S EDUCATION EVENT RULES

Driver's Education events are designed to be educational events for improving driving skills. Instructors will be made available to any participant for as long as the participant desires. Participants will be placed into practice groups based on vehicle type and driver experience and may be adjusted as required. Solo, timed runs will be made available in

Challenge Series Driver's Education events for those who would like to gauge their performance and improvement.

Driver's Education events aim to develop car control skills, and participants are expected to maintain control of their vehicles. If a participant spins the vehicle, drives four wheels off the track, or otherwise experiences a significant loss of control, he or she is expected to discuss the incident with an instructor. The instructor's goal here is to help the student identify the cause of the loss of control and determine appropriate corrective action in order to permit the student to continue to drive safely in the event. Loss of vehicle control can be caused by mechanical problems, lack of knowledge, improper technique, misguided attitudes, or mental errors.

If a participant experiences a second spin or significant loss of control, he or she must discuss the incident with the Chief Driving Instructor. The goal of this conversation is the same as noted above, to identify the cause of the problem and determine how to prevent its recurrence. However, if after two spins or significant losses of control, the Chief Driving Instructor, the Safety Chairman, and the Event Chairman determine that the problem cannot be corrected, the participant may be asked to retire from the event. This is the "Two-Spin" rule.

The following rules apply to Driver's Education events:

- All participants must attend the driver's meeting prior to the start of the event. In addition, a separate meeting may be held specifically for novice drivers. The event Chairperson may require additional meetings if needed.
- An approved helmet (as defined in Tech Inspection Chapter) must be worn and be in good condition.
- **Harness Systems:**
 - If a participant chooses to install a 5/6 point driving harness (four point systems are not safe and therefore not allowed) several changes to the vehicle must be made to create a safe occupant restraint system. Harnesses must include an anti-submarine strap and be mounted in an approved manner consistent with the manufacturer's instructions. [Harness webbing must be no older than five years](#). The harness system must be used in conjunction with a seat which has the supplied routing holes for the shoulder and anti-submarine belts. All pieces of the restraint system must be installed in accordance with the manufacturer's instructions.
 - This means a seat is required to have the proper routing holes for the harness as supplied by the seat manufacturer for the shoulder and anti-submarine straps. The shoulder straps should be mounted at 90 degrees to the axis of your spine or at most 40 degrees down from horizontal. Because the addition of the harness system means the occupants are fastened upright in the vehicle, a properly padded roll bar or roll cage is strongly encouraged to complete the system. The use of one without the other may result in an unsafe environment and is not a complete system.
- Driving apparel: closed shoes with uppers of leather and/or nonflammable material that at a minimum cover the instep (ventilation pinholes by the

manufacturer are allowed), natural fiber pants and natural fiber long sleeve shirt or fire retardant suit. In the Modified classes, PCA Club Racing required fire resistant clothing is strongly recommended.

- The vehicle must pass a "Tech Inspection" prior to participating in the event. (A Pre-Tech will be made available about 10 days prior to all Driver's Education events).
- All loose items must be removed from compartments, passenger area and trunk.
- Use utmost care while driving in the pit and parking area (do not exceed 5 MPH). Participants deemed to be driving unsafely may be disqualified from the event.
- Roll bars are required in all open vehicles and are encouraged in all other vehicles, particularly in the Modified classes. Open vehicles include 356, 911, 944 and 968 Roadsters, Cabriolets, Speedsters, and Boxsters. Roll bars must be equipped with adequate padding in all areas exposed to the driver.
- When roll bars are installed, the driver's helmet must not break the plane from the top of the windshield to the top of the rollbar (i.e., "broomstick test"). 2" of clearance between helmet and broomstick is recommended. Boxsters running in Production, Improved and Modified classes must meet the "broomstick test". Roll bar extensions may be used to achieve the required clearance.
- All 996,997 Cabs that are delivered with factory-installed roll over protection meets these roll bar requirements and need not meet the "broomstick test" (delete). These vehicles must run with the soft top up or the hardtop installed, unless arm restraints are used.
- Arm restraints are required for drivers and passengers of all open vehicles which do not have their soft tops up or a hardtop installed.
- Special rules govern non-Porsches participating in Driver's Education events: All open cars and convertibles must have a roll bar or factory rollover protection. SUV's and high center of gravity vehicles are not allowed unless equipped with factory rollover prevention systems.
- Sunroofs must be closed and roadster and Targa tops must be in place and securely fastened in vehicles without roll bars.
- All participants except Instructors are required to work corners in order to qualify for Challenge Series points.
- It is highly recommended that a driver who has never driven a specific track have an Instructor drive the driver's vehicle for the first few laps. It is required that an Instructor be in the vehicle.
- The only passenger allowed in a vehicle is one instructor when the student is driving or one student when the instructor is driving.

- No passengers are allowed during timed runs.
- The left window must be down and doors unlocked during practice runs. The left window may be up during timed runs.
- No racing is allowed. Passing is allowed only at designated areas on the track and as described in the following paragraphs.
- Passing procedures are as follows:
 - The responsibility for passing is that of the vehicle in front, not the vehicle that wants to pass. Passing is to be performed only at designated areas (usually straights) that will be specified at the driver's meeting at each Driver's Education event.
- All students should check the rear view mirrors frequently, especially when entering a straight, to see if they are holding up other vehicles.
- If you are impeding the progress of a vehicle or vehicles following you, you must indicate to them on which side you want them to pass. If you want them to pass on the left, hold your left arm straight out and point left. If you want them to pass on the right, hold your left arm out the window and point over the roof to the right. Make this signal prominent. A passing flag may be shown if you are impeding the progress of a vehicle following you.
- Then slow down and allow the following vehicle or vehicles to pass.
- Following vehicles must not pass until the signal is given. If no passing signal is given, a following vehicle may try flashing the headlights. If this doesn't work, held up vehicles should exit the track at the appointed place and notify the Starter.
- If a yellow flag is signaled, no passing is permitted from the corner worker station displaying the yellow flag until the incident is passed and the next manned corner worker station can be seen to be not displaying a yellow flag.

X. CONCOURS RULES

There are two Divisions in Concours events. Each Division is composed of several classes depending on the model Porsche.

The two divisions are: Street Division - all judging will be done above the chassis, no wheel wells or undercarriage will be judged, outer surfaces of tires and wheels and hubcaps will be judged; and Novice Division - structured to help the first-time concourist learn about vehicle preparation and judging at Concours events. The Concours classes are as follows:

Classes	Models	Year
S-1,N-1	356's	All
S-2,N-2	911's, 912's, and 930's	1965-1977
S-3,N-3	911's and 930's	1978-1989 Carrera

S-4,N-4	911 C2, C4, 993, 996, 997	1989-present
S-5,N-5	914-4's and 914-6's	All
S-6,N-6	924s, 924 Turbos, 928s, 944s, 944 Turbos and 968s	All
S-7,N-7	986 Boxster, 987 Boxster	All
S-8,N-8	Special Interest, Limited Production	All
S-9,N-9	Current Competition	All

S - Street Division N - Novice Division

There is also a Display Division, which includes all models for all years. No judging will be performed.

General

Advanced preparation for the event should be made by the entrant prior to arriving at the Concours site. Final preparations can be made at the Concours site, but only prior to the start of judging. Once judging begins, only dusting with a feather duster or suitable dusting cloth will be permitted. All cleaning materials, boxes, etc., must be removed from the display area before judging begins. Entries must be displayed without a cover, and "FOR SALE" signs are prohibited until after all judging has been completed. All vehicle alarm systems must be turned off prior to entering the Concours site and must remain off throughout the event. No commercial displays will be allowed unless authorized by the Event Chairman.

Except in Classes 8 and 9 (all Divisions), all Porsches must have the same basic Porsche engine configuration as the vehicle was originally equipped. Example: No 6 cylinder vs. 4 cylinder swaps or Carrera (4 cam) vs. pushrod swaps. In Classes 8 and 9 (all Divisions), any type of engine swap is allowed, including non-Porsche engines.

Special Interest Entries are defined as highly modified production Porsches. A Porsche with an engine swap as discussed above could be entered in this class. Modification to these entries shall not affect judging except where modifications render the entry illegal or unsafe.

Current Competition Entries are defined as vehicles currently (within the last 12 months) involved in active competition. Active competition includes IMSA, SCCA, Solo I & II, PCA Club Racing, PCA Driver's Education events and Autocrosses. Such vehicles must be entered in the configuration used in the competitive events. Vehicles will not be required to have items not generally required for competition, such as spare tires, tool kits, etc.

Limited Production Entries include such Porsches as America Roadsters, Beutlers, Spydors, Carrera GS's or GT's, Abarths, 904's and 906's, 911R's, 911RSR's, 911 SCRS, 924 GTs, etc. Novice Class: Any entrant who has never entered a PCA Concours event may enter the Novice Class. Only the interior, exterior, storage compartment and engine compartment will be judged and no chassis or undercarriage judging will be performed. There will not be a time limit on the judging of Novice Class entrants. Written and verbal comments and discussion with the judges will occur.

Judging

Judging shall be based on cleanliness, condition and authenticity of the entry as it was originally manufactured, exclusive of transportation and/or anti-corrosion protection. An

entry will not be penalized if it is equipped with such accessories as CB radios, radar detectors, special seat belts, fire extinguisher, etc. Entries will not be penalized for replacement parts which conform to original manufacturing specifications.

Each entry shall be judged as an assembled unit and therefore, all parts such as Speedster side curtains, bumpers, tops, spare tire, etc., must be attached to the vehicle in their normally affixed position. Entries with convertible tops shall be shown with the top up. Upon request by a judge, the entrant will be required to remove or open specific items such as gas filler lids, spare tires, etc. Oil caps, battery caps, brake fluid caps, spark plug connectors, etc., will not be removed from their normally affixed position.

An entrant may be required to demonstrate the ability to start, idle and have any component checked for proper operation and maintenance. (Example: horn, lights, brakes, power antenna, etc.).

Judging time will not exceed five (5) minutes per entry, with the exception of the Novice Class, as explained above. The entrant or his representative must be available during the time of judging.

In the event of a tie, the entries involved will be rejudged by checking a specific item as determined by the Event Chairman.

PCA Parade Competition Rules in effect for the most recent PCA Concours may be used by the Event Chairman to resolve protests or disputes.

Bonus Points

Original Interior: Bonus points, one-half (1/2) point per year of age up to a maximum of 10 bonus points. To qualify, the interior must be at least 75 percent of the original interior installed at the factory. Current year models receive no bonus points.

Original Exterior: Bonus points, one-half (1/2) point per year of age up to a maximum of 10 bonus points. The paint must be at least 75 percent of the original paint as applied at the factory. Current year models receive no bonus points.

Age Difference: Age bonus points will be awarded to compensate for age differences and will be one-half (1/2) point per year of age. For example, a 1979 car would receive 13.0 age bonus points in 2005.

Each entrant will indicate their eligibility for bonus points on the Entry Form and Master Score Sheet and the Event Chairman will rule if an entry is qualified for bonus points.

Awards and Protests

Awards will be presented for each class except Display. In addition, there will be one overall winner in the Street and Novice Divisions as determined by the total points accumulated, including bonus points. A People's Choice and a Judges/Entrant's Choice award will also be presented.

Individual score sheets will be returned to the Entrant during the presentation of awards. Written protests must be filed with the Event Chairman within 30 minutes of the end of the awards presentation.

XI. CORNER WORKING AND FLAGS

Corner Working Procedures:

- A minimum of two workers per corner are required, one of which must have previous Driver's Education event experience or the equivalent, except at Autocrosses which may have only one corner worker. No person under the age of 18 is permitted at a corner working station. No pets are permitted at corner working stations.
- One worker will have communications equipment for notifying the track control of any problems. This worker will observe the track past their station.
- Corner workers will not leave their "bunker" while vehicles are on the track unless a red flag has been displayed or Control has authorized it.
- A second worker controls the flags to warn vehicles approaching their station of the status of the track ahead.
- A fire extinguisher, 10 ABC minimum, is required at each corner. If use of the extinguisher is required, after the red flag is displayed and announced, the worker should proceed directly and safely to the vehicle with the extinguisher cradled in the worker's arms, pull the safety pin and aim the stream at the base of the fire.
- For Driver's Education events, apparel must be leather or other nonflammable closed shoes, natural fiber pants and natural fiber long sleeve shirt or fire retardant suit, so the worker is as protected as the driver, should a fire occur. For Autocrosses, bare feet, sandals or open-toed shoes are not permitted.
- No cameras, stereos, etc. are to be used while corner working.

Flag meaning and procedures:

- Be positive in the use of flags. Make them prominent when displayed and keep them out of sight otherwise. A waving flag should be waved vigorously in a figure eight pattern so its presence cannot be overlooked, but from within the corner worker station bunker.
- Green Flag: this flag allows each vehicle waiting in the pits to proceed onto the track when the track is clear. It is displayed only by the Starter. No driver may enter the track from the pits without being given the Green Flag by the starter.
- Yellow Flag: this flag signifies that something has happened on the track up ahead. It may be used at any corner on the track and at the start line. It may be displayed either standing still or waving, depending on the severity of the problem ahead. Slow down and use caution. Absolutely no passing permitted. The waving yellow means there is a hazard on the track in the

line and you will have to slow enough that you can safely drive wherever the situation demands. It may also be displayed during the active phase of a spin or off-course excursion until the resting spot of the errant vehicle can be determined. The standing yellow is typically used to continue to mark a previously occurring incident, and requires slowing enough so that there is no chance of succeeding vehicles also leaving the track.

- Red Flag: this flag signifies that there is a major problem on the track. It is displayed only at the order of Event Control, and is shown at all corners of the track and the start line simultaneously. All drivers must stop their vehicles on the side of the track as quickly and safely as possible until the flag is retracted. Don't jam on the brakes or the vehicle following you may not be able to stop in time.
- Blue with diagonal Yellow Stripe Flag: this flag will be displayed to a specific vehicle signifying to the driver that he/she is holding up other vehicles and should direct vehicles to pass at the next designated passing area.
- Black Flag: this flag will be displayed to a specific vehicle and signifies that the Starter or another official wants to talk to the driver. Pull into the pits at the normal, designated spot and see the Starter. There may be a problem with the vehicle (leaks, hood not latched, etc.) or the driver which requires discussion or correction. A Black flag at all corner stations (often with a Yellow displayed simultaneously at all stations) means all drivers are to clear the track and return to the pits for restaging.
- Checkered Flag: will be displayed at the end of a practice session signifying that you are on your last lap. This lap is intended to be a cool down lap, which means not driving at full speed, and no passing allowed. Pull off the track at the designated exit and return to the pit area.
- Other flags: Yellow with vertical Red Stripes is a cautionary flag meaning oil or debris on the track, but is seldom used in driving events, which are not races. Black with an Orange Circle (the "meatball") displayed to a particular vehicle means a mechanical problem with the vehicle, but the Black Flag is used in driving events for this purpose. The White flag has different meanings in different racing events (one lap to go for the checker, or ambulance or other slow moving vehicle on the track). In our events, a white flag may be displayed when only five minutes are left in the run session. An event official would order a red flag instead for an ambulance, or a black flag and yellow flag for a wrecker to tow a vehicle in.

XII. TECH INSPECTION

This covers any vehicle not covered under the ANNUAL pre tech policy.

It is the policy of AMR and RMR to inspect each vehicle and driver's equipment prior to participation in any Driver's Education or Autocross event. For Driver's Education events, a full technical inspection of the items specified in this chapter is required, using the approved tech sheet form. The pre-tech portion should be accomplished by the entrant before the event - see Administrative Rule 7, Chapter XIII. Pre-tech allows entrants sufficient time to correct any deficiencies, and prevents delays at the track. In addition to the tech inspection, each vehicle will be checked prior to entering the track for the first time (top-tech) as indicated on the tech form. Drivers who cannot attend the advertised pre-techs may have a Porsche mechanic, RMR/AMR current instructor, or anyone else approved by the event chair, region safety chair, or region pre-tech chair pre-tech their vehicle, using the approved tech sheet, if such person believes he or she is competent to do so. But you can't tech your own vehicle. Top-tech is the minimum inspection required at an Autocross, but entrants are responsible for having their vehicles comply with all of the requirements of this chapter.

ANNUAL pre-tech for Track only cars

The car must not be street legal because of modifications.
The car must not have been driven on the street between events.
The ANNUAL pre-tech is valid per calendar year.

The vehicle will be inspected by a Porsche mechanic, RMR/AMR current instructor, or anyone else approved by the event chair, region safety chair, or region pre-tech chair using the approved ANNUAL tech sheet, if such person believes he or she is competent to do so. You cannot tech your own vehicle.

If you hold a log from a nationally recognized race sanctioning body and you have a notation for a current annual tech attach a copy of the information to an ANNUAL tech sheet. A copy of the ANNUAL tech sheet must be given to the Registrar in order to receive your registration packet EVERY event. Without the tech sheet the car will need to be teched the day of the event.

Vehicles not passing tech inspection will not be allowed to participate, until and unless they pass a subsequent re-inspection. Entrants are responsible for the safe condition of their vehicles, and will be required to acknowledge this responsibility by signing a representation on their tech form. It is highly recommended that entrants have their vehicles checked by a qualified mechanic prior to a major event. Listed below is an explanation of the minimum items required to pass tech inspection. All vehicles must also comply with the following items at all times during Driver's Education events and Autocrosses.

Top-tech is the minimum inspection required at an Autocross and is required prior to entering the track for all other Driver's Education events but entrants are responsible for having their vehicles comply with all of the requirements of this chapter.

A. General

1. Shocks shall be in good working order, properly mounted and free from leaks. When one end of the vehicle is pushed down and released, it must bounce back once and come to rest.
2. Headlights and turn signals shall be operable on all vehicles in Street and Production classes during timed runs.

3. Tires shall not rub against any surface of the vehicle, except lightly as permitted in Improved and Modified classes. No sheet metal shall interfere with the steering or suspension.
4. Every vehicle shall have a complete body, at least similar to what came from the factory, with full fenders, hoods, deck lids and doors.
5. Rust or unsafe damage: All vehicles shall be structurally sound to participate in Autocross and Driver's Education events. Any rust or unsafe damage that impairs the safe operation of a vehicle shall be grounds for disqualification. Cosmetic rust on non-structural panels will not result in disqualification, but may indicate the presence of rust in critical areas such as suspension mounting points.
6. Wheels shall be free of cracks. Snap on wheel covers must be removed.
7. Lug nuts shall be torqued to proper specification. All lug nuts must be installed. All lug nuts shall have a minimum thread engagement equal to one bolt diameter.
8. Tires shall be free of cuts and bruises, sidewall bulges, stones between tire rim and tire, or any other unsafe condition. It is recommended that all tires be of the same make.
9. Tread depth: No vehicle may enter the track or autocross course with cord showing on any tire. Vehicles in the Street Classes must meet the statutory tread depth requirements as noted in Chapter IV, A, 10.
10. Wheel bearings shall be free of excessive play. To check front wheel bearing play: jack up the vehicle, grasp the tire at 6 and 12 o'clock and attempt to move it back and forth.
11. Brake pad thickness shall be above factory recommended minimum for the entire event. Pads less than 25% of new thickness should be replaced prior to a Driver's Education event.
12. Brake lines shall be tight and free from visible defects.
13. No substantial leakage of any fluids (oil, gas, brake fluid or water) shall be allowed. In addition to indicating a problem with the vehicle, fluids can make the track slippery and endanger other drivers.
14. All steering mechanisms shall be sound and free from excessive play. While the vehicle is jacked up to check wheel bearings, grasp the tire at 9 and 3 o'clock and with someone holding the steering wheel, attempt to move the tire back and forth. Excessive movement indicates worn components.
15. Suspension shall be securely attached and free from visible damage or defects.
16. Operable brake lights are required on all vehicles.
17. Camber: All 356 cars should have negative camber on the rear suspension.

18. Half shafts and drive shafts shall be free of excessive play.

B. Engine

1. Belts shall have proper tension and be in good condition.
2. Hoses shall be in good condition and all clamps tight.
3. Distributor and air cleaner shall be properly secured.
4. Linkages shall be tight and in good working order, especially throttle return springs.
5. Wiring: shall not interfere with moving components and all connections shall be tight.
6. Gas lines shall be in good condition and all connections tight.
7. Fluid levels: Check oil, coolant and transmission fluid levels. It is recommended that oil be changed prior to Driver's Education events. Know the appropriate fluid levels for your vehicle. Overfilling with oil may be advisable for certain vehicles.
8. Cleanliness: the engine should be free from excessive grease, oil and dirt. No substantial leakage of fluids will be allowed.

C. Trunk

1. The battery shall be adequately secured in its holder. Replacement hold down devices must be equal to or better than the original.
2. General: All loose objects (jack, tools, etc.) shall be removed. Items left in the trunk shall be adequately secured.

D. Interior & Helmets

1. Seat belts: All vehicles must be equipped with a lap belt and a shoulder belt for the driver. If the vehicle has a front passenger seat installed, it must also have a lap and shoulder belt. Belts must be equal to or better than the factory original as supplied in that model vehicle and be in proper working order. Where installation is other than factory original, the belt mounting must be anchored securely with large diameter washers or plates on both sides of the mounting holes. Swivels must have the eye bolts welded closed. Driver and passenger seats shall have the same restraint system. Five point competition belts are recommended on all vehicles except for those in the Street classes and open vehicles without roll bars.
2. Seats must be securely anchored. Passenger seatbacks without locking devices shall be suitably secured. One piece race seats are recommended for all vehicles except for those in the Street classes.

3. Helmets: All entrants must wear a helmet carrying a Snell Memorial Foundation approval (M or SA) which has the current available Snell rating or the one previous Snell rating. For example if Snell 2005 is the most current rating available, a Snell 2005 or Snell 2000 is approved. 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.
4. All vehicles participating in track driving events must contain a minimum 5BC fire extinguisher, except for those in the Street classes. The fire extinguisher must be properly charged and securely mounted within the passenger compartment convenient to the driver. If the vehicle contains a fire bottle extinguishing system instead of a portable fire extinguisher, it must meet the same minimum 5BC specification, must have a head which will cover the driver and the front seat passenger (if a passenger seat is provided), and another head which will cover the engine, and the driver must be able to actuate the bottle without releasing the seat belt or harness.
5. Pedal travel: All pedals shall move freely and brakes must not exhibit pedal "fade" or sponginess.
6. Hazardous Objects: All objects that could cause injury or impair the movements of the driver shall be removed (CB's, radar detectors, add-on speakers, etc.), however, a securely mounted radar detector is considered safer than bare, exposed brackets on the dash or windshield.
7. Cleanliness: The entire interior shall be free of loose objects.
8. The interior, such as seats, door panels, etc., must be present during timed runs and securely installed on vehicles in the Street, Production, and Improved classes.
9. Video cameras and similar auxiliary equipment within the passenger compartment must be securely mounted, and must have a secondary attachment or tether to keep such items from causing harm if the weakest point of the primary attachment fails.
10. If batteries are installed in the passenger compartment (allowed only in Modified), wet cell batteries must be in a marine battery box, and sealed batteries not in such a box must have the positive terminal connection insulated.
11. Rollbars, if required, must meet specifications as defined in the Drivers Education section.

E. Miscellaneous Recommendations

1. The brakes should be bled prior to each event and fluid changed yearly. New brake pads should be properly broken in prior to coming to the track.
2. The vehicle should be in proper alignment not only for tire wear, but proper handling.
3. Avoid mounting new street tires immediately before a driving event. The track is not the proper place to break them in.

4. Keep the underside of the vehicle clean. Air-cooled engines will run at lower temperatures if all surfaces are clean.
5. The gas tank should be no more than two-thirds full to prevent spilling.
6. Tire pressure should be checked prior to going on the track.
7. Pump brakes prior to going on the track to insure that the brakes have not failed due to boiling brake fluid from a previous practice session.

2008 Pre-Tech Inspection Sheet

Name of Event _____ Date of Event _____
Driver's Name _____ Car # _____ Today's Date _____
Class _____ Year _____ Model _____ Color _____ License Plate # _____
Modifications _____

Lights:

Brake lights
Headlights
Turn signals

Interior:

Seats secure
Seat belts - left and right
Pedals - travel & feel
Fire extinguisher (if req'd)
Steering wheel play
Roll bar (if req'd)

Front/Rear:

Battery
Brake fluid _____ bleed/change date
Wiring
Rust/unsafe body damage
Negative camber in 356

Engine:

Cleanliness
Belts & hoses
Distributor secure
Air cleaner secure
Linkages and throttle return
Gas lines

Lift:

Wheels
Lug nuts
Tire clearance
Tire condition
Brake pads & disks
Wheel bearings
Steering mechanism
Shock absorbers
Brake lines
Suspension components
Drive line components
No substantial leakage

Comments: _____

I acknowledge that I am solely responsible for the safe condition of my vehicle, and that I have read the Event Rules and understand them, and agree to abide by them at all events.

Owner's Signature _____ Date _____

Pass **Fail** **Inspected by** (print name & company) _____ **Date** _____

Top Tech Check (reminder when you get to the event)

- Loose objects removed
- Floor mats removed (top & interior)
- Radar detector removed
- Helmet 2000 M or SA rating or newer
- Sun roof closed

Note: Tech inspections may be completed by any professional Porsche repair shop or any club member who has attended the RMR tech inspector training course. Many local Porsche shops offer free tech inspection – if you cannot attend pre-tech check with your favorite shop. Members may not tech their own cars.

2008 Annual Track Car Tech Inspection Sheet

(Trailerred Track Cars Only)

Valid for calendar year of inspection

A copy of this form must be given to the registrar when checking in for each event

Driver's Name _____ Car # _____

Inspection Date _____

Class _____ Year _____ Model _____ Color _____ License Plate # _____

Modifications _____

Lights

- Brake Lights
- Headlights
- Turn Signals

Interior

- Seats secure
- Seat belts - left & right
- Pedals - travel & feel
- Fire extinguisher (if req'd)
- Steering wheel play
- Roll bar (if req'd)

Front/Rear

- Battery
- Brake fluid _____ bleed/change date
- Wiring
- Rust/unsafe body damage
- Negative camber in 356

Engine

- Cleanliness
- Belts & Hoses
- Distributor secure
- Air cleaner secure
- Linkages and throttle return
- Gas lines

Lift

- Wheels
- Lug nuts
- Tire clearance
- Tire condition
- Brake pads & disks
- Wheel bearings
- Steering mechanism
- Shock absorbers
- Brake lines
- Suspension components
- Drive line components
- No substantial leakage

Comments _____

I acknowledge that I am solely responsible for the safe condition of my car, and that I have read the Challenge Series rules and understand them, and agree to abide by them at all events.

Owner's Signature _____ Date _____

Pass Fail Date _____

Inspected by (print name & company) _____

Top Tech Check (reminder when you get to the event)

- Loose objects removed
- Floor mats removed (top & interior)
- Radar detector removed
- Sun roof closed

- Helmet 2000 M or SA rating or newer

NOTE: Tech inspections may be completed by any professional Porsche repair shop or any club member who has attended the RMR tech inspector training course. Many local Porsche shops offer free tech inspection - if you cannot attend pre-tech check with your favorite shop. Members may not tech their own cars.

XIII. ADMINISTRATIVE RULES FOR EVENTS

The following registration and other event administration policies have been adopted by the executive boards of AMR and RMR for all Challenge Series and other driving events to which they are applicable according to their context. A rally is not a practice or timed run within the meaning of this section. A primary driver is the person who will drive a vehicle in an event and for whom the primary driver or "entrant" fee is paid. There is always a primary driver for any vehicle. A co-driver is any second or additional person who will also drive the same vehicle and for whom co-driver fees are paid. A co-driver is also an entrant as that term is used in these policies.

1. PCA national membership is not required to participate as an entrant. However, an additional \$10 entry fee must be charged to all entrants who are not PCA national members.
2. For all drivers' education events, there will be a \$20 late registration charge per driver for registrations which do not include full payment made less than seven days before the event. Full refunds minus handling fees will be made for cancellation of registration made at least 24 hours before the event. AMR's policy for refunds based on event cancellation is that they must be applied for before the end of the calendar year in which the event would have taken place. For rally/tour events with overnight stays, prepaid dinners, or other non-refundable expenses, see the newsletter or other event information concerning the refund policy.
3. For all drivers' education events, an additional \$20 fee shall be assessed for each vehicle that must be given a full technical inspection at the track unless the owner resides more than 30 miles from the nearest pre-tech location. This fee does not apply to trailered vehicles.
4. The primary driver of a vehicle cannot also register as a co-driver of that vehicle.
5. A primary driver of a vehicle may not drive in a practice session or timed run in place of a co-driver of that vehicle, and vice versa.

6. In order for a vehicle to be entered in more than one class in an event, or for any entrant to enter more than one vehicle, additional full registrations must be paid for each additional class or vehicle.
7. An entrant who enters the same vehicle in more than one class or who enters more than one vehicle shall get the normal number of practice sessions or timed runs for each entry, subject, however, to the obligation to perform corner working the same number of times as single entrants, or, in the case of an instructor, to be available for instruction to the same extent as a single entrant instructor.
8. At an Autocross or Driver's Education track event, only the entrant and a certified AMR or RMR driving instructor may be in the vehicle while it is driven on the course or track during practice sessions. During timed runs in such events, only the entrant may be in the vehicle. See #9 for "Taste of the Track" participation.
9. "A Taste of the Track:" with the approval of the event chair and the chief instructor, a person who is not otherwise entered in the event who is PCA member or guest of a PCA member, may ride with an instructor in a slow run group during one session. The participant must be registered for the event at the reduced "Taste of the Track" fee.
10. A current, valid driver's license is required of all entrants.
11. No entrant or "Taste of the Track" participant may be less than 18 years old, except under the Junior Participation Program in RMR Autocrosses and Rally/Tours.
12. Vehicles driven on a track in an Autocross or Drivers Education event may not produce sound exceeding 105 dB(A). ALL cars running at Aspen must have mufflers. The event chair shall enforce this rule as needed during practice sessions, but shall not allow a vehicle not in compliance to continue to make laps. If the entrant has been warned during practice about noncompliance, and the vehicle is not in compliance during timed runs, no time for any run will be given to the entrant driving at the time of timed-run noncompliance. If the entrant had not previously been warned during the event, a two-second penalty shall be added to all timed runs by the driver at the time of non-compliance. A warning to one driver of a vehicle is a warning to all. Use of calibrated and certified sound measuring devices is not required, and any regularly available sound measuring device may be used at the discretion of the event chair. The event chair should try to take measurements approximately 50' from the edge of the normal driving line on the track surface at approximately the same elevation as the driver's head, and away from large vertical sound-reflecting surfaces. The place selected for measurement should be at a place where vehicles are normally at full throttle. Event chairs may take guidance from the SCCA Sound Control Manual as a way of increasing the accuracy of sound measurements, but are not required to follow that manual. If the track or property owner has more stringent requirements concerning noise levels or measurement methods, these must be followed.

XIV. RALLY GENERAL RULES

General Instructions for TSD Rallies

I Introduction

Time-Speed-Distance (TSD) rallies are driving events where competitors are provided a set of instructions to travel a designated route, at directed speeds, on open, public roads. There may be one or multiple legs needed to cover the route, with each leg scored independently. The instructions and speeds directed are to be followed as precisely as possible. By doing so, the rallyist will traverse the course over a set time. The rallyist is scored on how closely its time compares to the calculated perfect time for traversing each leg of the course. Points are assigned (see Part VII) for the amount of time, either early or late, that the rallyist deviates from the calculated perfect time. The points for each leg, plus any penalty points assigned (see Part VII), are totaled to derive the final score. The lowest score wins.

These General Instructions are meant to provide consistency among rallies sponsored by the Alpine Mountain and Rocky Mountain Regions of the Porsche Club of America. Their use is required for Time-Speed-Distance rallies that are a part of the Challenge Series of events and is encouraged for other rally events. Non-TSD rallies, or so-called "gimmick" rallies, are encouraged to use the relevant non-timing portions of these rules

II. The Event Supplement

These rules are not meant to stifle the creativity of the event organizers, and anything herein can be modified and added to. A Supplement to these General Instructions must be provided to contestants prior to or on the day of the event to explain any changes and to meet the requirements of these General Instructions regarding course following rules and priorities (see Part III).

Other topics in the Supplement, if not otherwise conveyed to the contestants, should include: start line procedures (where and when Route Instructions will be handed out), starting time, placement of car number, maximum distance between instructions (see Part IV), and a copy of the Time Delay Request form (see Part IX).

III. The Route

All rally roads are through public roads. Roads marked "Dead End," "No Outlet," "Private Drive" or similar phrases, or that visibly end in a cul-de-sac or barricade, do not exist unless a Route Instruction clearly states otherwise.

At each intersection you encounter, execute the active Route Instruction if it is applicable. If the active instruction is not applicable, execute the first applicable of the "Main Road Rules" which determines a unique route. The possible main road rules are cited below and may be referenced in the Supplement by the short title indicated. The Supplement for the particular event must make clear which main road conventions are in effect for that rally and in what priority order they should be applied.

CENTERLINE: Follow the main road as indicated by a painted centerline.

CWA: Follow the main road as indicated by a **Curve Warning Arrow**.

ONTO: When placed “on” or “onto” a road by name or number, the rallyist is to continue on that road, however it may turn, until a subsequent course-directing Route Instruction is executed. That is, if the rallyist has been placed “onto” a road and that road makes a turn, the rallyist will turn to follow the road in the absence of an instruction to do otherwise.

PROTECTION: Take the road that is “protected;” that is, one that does not have a Stop or Yield sign. The presence of a Stop or Yield sign on the road on which you enter the intersection is immaterial. It will be necessary to recognize backward facing Stop and Yield signs by their standard shapes to apply this rule.

SURFACE: Leave the intersection on a road that has the same surface (paved or unpaved) as the one on which you entered. Roads that visibly change surfaces a short distance beyond an intersection are considered to change at the intersection.

RIGHT (or LEFT) AT T: Turn right (or left) at a T intersection (see definitions).

STRAIGHT AS POSSIBLE: Go as straight as possible, but do not use this rule to leave a limited access highway.

IV. Route Instructions

The Route Instructions, combined with these General Instructions as supplemented for the event, will guide your route and time through the rally. Execute each instruction at the first opportunity, unless stated otherwise, in ascending numerical order. Each must be completely executed before the next becomes active, unless the instruction clearly states otherwise. Material in parenthesis is meant to be helpful but is not essential to the proper execution of the instruction.

Instructions may reference signs, objects or places along the rally route. When an instruction includes words, letters, numbers or symbols within quotation marks, you must see those words, letters, numbers or symbols on a sign along the rally route in the normal sequence as they were meant to be read. When less than an entire sign is quoted in an instruction, a prominent portion will be quoted and no words, letters or numbers between or among those quoted will be left out. All quoted signs will be on the right of the rally route unless otherwise indicated (see Definitions) and will be readable from your direction of approach (i.e. there will be no requirement to look backward to execute a Route Instruction).

When an instruction references objects or places along the rally route, such objects or places must be identified by a sign (which may be anywhere) or must be defined in these General Instructions. Such references will be in ALL CAPITAL LETTERS without quotation marks. Terms specifically defined in these General Instructions should be used only as defined.

In signs quoted or those identifying landmarks, spelling is accurate but case and punctuation may be ignored. Symbols (such as arrows) may be ignored unless they are cited in the instruction.

Speeds cited in CAST instructions (see Definitions) are in miles per hour and are average speeds over the distance they are in effect. It will not be necessary to violate any speed limits or other traffic laws to achieve a perfect score at any control.

To avoid lengthy off-course excursions by the rallyists, the Route Instructions (or Supplement if the rallymaster prefers) should state the maximum distance between the execution points of consecutive Route Instructions. It is recommended that this be not more than 5.0 miles.

V. Definitions and Abbreviations

- At** "In the vicinity of" for turns; "even with" for speed changes and pauses.
- After** Unless the instruction specifies otherwise, the indicated action is to be taken at the first opportunity following the designated landmark or sign.
- Bear Right (or Left)** A turn in the indicated direction of substantially less than 90o
- Before** Any navigational aid identified by the use of the word "before" will be visible from the point of the instruction's execution. The indicated action is to be taken at the last opportunity before the referenced sign or landmark.
- CAST** An acronym for **C**hange **A**verage **S**peed **T**o, indicating that the preceding average speed is to be discontinued and replaced by the value given after "CAST."
- Free Zone** A part of the timed rally route in which there are no timing controls.
- Intersection** The point of any meeting or crossing of two or more rally roads where the rallyist has a choice of directions in which to proceed without making a U-turn.
- Left or L** A turn to the left of from 1 to 179 degrees.
- OBS** "Observe." To take note of a specific sign, landmark, object or place along the route of travel.
- Odometer Check Leg** A group of instructions at the beginning of a rally that will allow you to compare your odometer readings with that of the car that made the official measurement on which the timing calculations are based. If your mileage is higher or lower than that given for the check leg, you should adjust the CAST speeds in the

instructions by a comparable percentage. For example, if the official mileage of the Odo Leg is 8.57 miles and it registered 9.43 on your odometer, you are higher by a factor of 1.10 (9.43/8.57). You should then adjust all CAST speeds by that factor. CAST 30 in the instructions would in effect be CAST 33 for your car.

Or Execute either the portion of the instruction before the word “or” or the portion after the word “or,” but not both. The first opportunity encountered should be used to execute the instruction.

Pause To delay a specified time at a named point or during passage of a specified distance. The pause time is added to the time required at a given average speed to traverse the specified distance. The specified distance over which a pause is operative is a Free Zone.

Right or R A turn to the right of from 1 to 179 degrees.

RRX A railroad crossing at grade on the rally route. Each pair of rails is a separate crossing.

SL An official black on white speed limit sign posting a speed on the rally route, which the rallyist is obliged to obey. May be specifically referenced to the posted speed as SL50, SL45, etc.

SA Sign Anywhere (left, right or overhead)

SOL Sign on Left

STOP “Stop” (in quotations) or STOP (without quotations) refers to a red octagonal sign with white letters at an intersection that faces and is applicable to the rally route, even if you are making a right turn and appear to avoid the STOP. Count only one STOP per intersection.

T An intersection having the general shape of the letter “T” approached from the base and requiring a turn to the left or right. It is not possible to go straight at a T.

Traffic Light or TLA signal consisting of red, yellow and green lights designed to control traffic at an intersection on the rally route. It need not be operational or it may be operating as a blinker. Count only one traffic light per intersection.

Transit Zone A part of a rally route in which there are no timing controls and in which no specific speed need be maintained. Either an exact time for passage or a restart time from the end of the Transit Zone will be given. An approximate distance for the length of the Transit Zone may be given.

Turn Toward Turn (may also specify left or right) in the direction indicated by an arrow on a sign referencing an object or place referenced in an

instruction, or turn toward a sign or landmark referenced in an instruction.

- U-turn** To reverse direction and proceed in the opposite direction along the road being traveled to that point.
- Y** An intersection in the shape of a "Y," approached from the base and requiring a turn to either the right or left. Either turn will be substantially less than 90°.
- YIELD** "Yield" (in quotations) or YIELD (without quotations) refers to a red and white triangular sign with the tip of the triangle pointing downward at an intersection and controlling the lane of travel for the rally route. Count only one YIELD per intersection.

VI. Control Procedures

All Controls (or Checkpoints) are manned, open controls on the right side of the rally route. Each marks the end of one leg and the beginning of the next. The time you are early or late at a control will determine your penalty; you cannot make up or lose that time on the next leg. Checkpoint procedures are outlined below:

1. Pass the timing line, marked by "√." at rally speed. Stay in line; do not pass other cars prior to completing Step 2.
2. Hand your scorecard to the worker at the timing table, then immediately pull past the timing table a short distance. Check your rearview mirror to make sure you are not keeping other cars from reaching the timing table. Stay in your car.
3. Your scorecard will be returned to you by a runner with your recorded in-time and assigned out-time filled in. This is the official record. Resolve timing discrepancies immediately with the captain. Copy the times and make score calculations on the extra copy of the score card for your record since the official cards will be turned in. You will also receive a leg critique slip containing the official leg time, leg mileage, out speed, next instruction, and in some cases the specified restart point and/or special instructions.
4. After receiving your card from the worker, immediately pull ahead to the restart marker, noted by the letter "R", an orange pylon, or a sign or landmark specified on the critique slip. Your assigned time out is from the restart marker; the distance between the timing line and the restart point is not used in the timing calculations. Do not block the restart sign or allow the restart area to become congested.

If other than manned, open controls are used (such as Do-It-Yourself, Off Course, Monte Carlo, or Passage, for example), the operating and scoring procedures shall be clearly stated in the Supplement.

VII. Scoring and Penalties

You will be penalized one point per hundredth of a minute early or late at a control up to a maximum of 500 points (5 minutes). You will be penalized 1,000 points for missing a control or entering it after it has closed.

You may be penalized, at the discretion of the checkpoint captain, 250 points for 1) unsafe conduct (e.g. parking so as to block other traffic or excessive speed) at a checkpoint or 2) disrupting the operations of a checkpoint (e.g. arguing about your score or trying to solicit information about the conduct of the rally).

You may be penalized, at the discretion of the checkpoint captain, 100 points for "creeping" (less than one-half the assigned speed) or unauthorized stopping or U-turn within sight of a control.

Any car receiving a ticket for a traffic violation during the conduct of a rally is subject to disqualification.

The official copy of the scorecard must be turned in at the end of the rally and the event committee will calculate your scores for you, supplemented if necessary by the checkpoint logs. You are not required to calculate your own scores; however, if you do not transfer your times onto the extra copy, you will have to accept the calculation of your score. If you do not turn in your scorecard, you will be considered a "DNF" and will receive only one participation point for a Challenge Series event.

VIII. Classes

Unless specified otherwise in the Supplement, there is only one class on a rally and there is no restriction on the equipment that may be used, other than there shall be no two-way communication among competing vehicles.

Each car must have a driver and navigator, and no other passengers over the age of 12.

IX. Delay Allowance

If you are delayed by an accident (not involving your car), train, or other unforeseen blockage of traffic, you may claim a delay allowance by written request, witnessed by another rally car, handed in at the next Control. Please request delay time in even minutes plus .50 minute (to keep you from getting on the same arrival time as another car). A delay claimed to cover a deficiency in rallying or for your own convenience will be denied and may result in disqualification.

TIME DELAY REQUEST

Car Number_____. Time Requested____.50 minutes. Control Number_____.

Reason for Delay:

Witness by Car # _____.

Signature_____

APPENDIX A

Series	Model Ranges	Year
356	356 Super 90 & SC	All
	Carrera-1500 & A1600	All
	Carrera-2000 GS	All
	Any other 356 Model	All
911	Any 911 Model	1965-68
	Any 911 Model	1969
	Any 911 Model	1970-71
	Any 911 Model	1972-73
	Any 911 Model	1974-77
	911SC	1978-83
	911SC Euro	All
	911 Carrera	1984-89
	911 Carrera 2 & 4 (964)	1989-94
	911 Carrera (993)	1995-98
	911 Carrera (996)	1999-2005
	911 Carrera (997)	2005-on
	930 Turbo	1976-80
	911 Turbo	1986-89
	964 Turbo	1991-94
	993 Turbo	All
996 Turbo	All	
997 Turbo	All	
996 GT3	All	
997 GT3	All	
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, 928S, 928S4, & 928GT	All
944	944	All
	944S	All
	944S2	1989-91
	944 Turbo	1986-88
	944 Turbo S & 1989 944 Turbo	All
968	968	All
Boxster	986	1997-on
	986 S	2000-04
	987	2005-on
	987 S	2005-on
	Cayman S	2006-on
Cayenne	Cayenne, S, Turbo (All)	All
Carrera GT	Carrera GT	All

APPENDIX B

Standard Transmission Ratios

This table lists the only gear ratio combinations that are considered "standard" for Parade Driving Event classification purposes. Only the specified ratios for each gear and each gear combination and the associated ring and pinion gear will be considered "standard".

356	Trans Type	1 st	2 nd	3 rd	4 th	5 th	R&P
356, 356A	519	11:34	17:30	22:27	26:23	-	7:31
Spdstr	644	B	B	A	B		
Con D 1300S	716/2						
Carrera	All	11:34	Any B	Any	Any	-	7:31
All Not Listed Above	519 644 716/0	11:34 B	17:30 B	23:26 B	27:22 C	-	7:31
	741/0 741/2 741/2A	11:34 B	17:30 B	23:26 B	27:23 D	-	7:31
911							
Up to 7/26/65 (5-speed)	901/0	12:34 AA	18:32 GA	23:28 O	26:25 U	28:23 Y	7:31
1966-69 (5-speed)	902/1 901/02 901/07	11:34 A	18:34 F	22:29 M	25:26 S	28:24 X OR 29:23 Z	7:31
1966-68 (4-speed)	902/0	11:34 A	19:32 H	24:27 O	28:24 X		7:31
1969-71 (4-speed)	901/06 911/00	11:34 A	19:31 HB	25:26 S	29:23 Z OR 29:22 ZA		7:31
1970-71 (5-speed)	911/01	11:34 A	18:32 O	23:28 V	27:25 X	29:22 ZA	7:31
1968-69 (Sporto)	905/00 905/01	15:36 C	19:31 HB	23:28 O	26:25 U OR 27:25 V		7:31
1970-73 (Sporto)	905/20 925/00 925/01	15:36 C	20:31 I	24:27 O	28:24 X		7:31
1972-73 (5-speed)	915	11:35	18:33	23:29	26:25	29:22	7:31
912							
1965-69* (5-speed)	902/1 902/02 902/05	11:34 A*	18:34 F	22:29 M	25:26 S	28:24 X	7:31
1965-69 (4-speed)	902/0 902/01 902/04	11:34 A	19:32 H	24:27 O	27:24 X		7:31
*Late 69 (5-speed)	902/06	11:34 A	18:32 GA	23:28 O	26:25 U	29:23 Z	6:29
911	Trans Type	1st	2nd	3rd	4th	5 th	R&P
1972-73 (4-speed)	915	11:35	18:32	24:27	28:23		7:31
1974 (5-speed)	915/06	11:35	18:33	23:29	27:25	29:21	7:31
1974 (4-speed)	915/16	11:35	20:32	25:26	29:21		7:31
1974	925/02 Sporto	15:36	20:31	24:27	28:23		7:27
1975-77	4-spd	11:35	20:32	25:27	28:23		8:31
1975-77	5-spd	11:35	18:33	23:29	26:26	28:23	8:31
1975	Sporto	16:34	22:29	27:25			8:27
1976-77	Sporto	15:36	21:30	27:25			8:27
911SC							
1978-79		3:18	1:83	1:26	1:00	0:82	3:875
1980-83		3:18	1:77	1:26	1:00	0:82	3:875
911 Carrera							
1984-86		3:18	1:77	1:26	1:00	0:79	3:875
1987-89		3:50	2:06	1:41	1:12	0:89	3:44
911 Carrera 2							
1990-91	5-spd	3:50	2:06	1:41	1:09	0:87	3:44
1992-93	5-spd	3:50	2:06	1:41	1:09	0:87	3:33
1990	Tip	2:48	1:48	1:00	0:73		2:09
1991	Tip	2:48	1:48	1:00	0:73		3:67
1992-93	Tip	2:48	1:48	1:00	0:73		3:56
911 Carrera 4							
1989-94		3:50	2:12	1:44	1:09	0:87	3:44
911 Carrera (993)							
1995-98		3:82	2:05	1:41	1:12	0:92 0.78 6 th	3:44
911 Carrera (996)							
1999-01		3:82	2:20	1:52	1:22	1.02 0.84 6 th	3:44
1999-01	Tip	3:66	2:00	1:41	1:00	0.74	3:45
2002-05	Tip	3:60	2:19	1:41	1:00	0.83	3:37
2004-05	GT3	3:82	2:15	1:56	1:21	1.00 0.85 6 th	3:44
911 Carrera (997)							
2006-On		3:91	2:32	1:61	1:28	1.08 0.88 6 th	3:44
2006-On	Tip	3:60	2:19	1:41	1:00	0.83	3:56

	Trans Type	1 st	2 nd	3 rd	4 th	5 th	R&P
911 Turbo		2.25	1.30	0.89	.625		4.22
1986-88		3.15	1.79	1.27	0.97	0.76	3.44
1989-94		3.82	2.15	1.56	1.21	0.97 0.75 6 th	3.44
1996-97							
2001-05	Tip	3.59	2.19	1.41	1.00	0.83	2.89
2001-05 (incl GT2)		3.82	2.05	1.41	1.12	0.92 0.75 6 th	3.44
928							
1977-82	5-spd	3.60	2.47	1.82	1.34	1.00	2.75
1978-82	Auto	2.31	1.46	1.00			2.75
1983-84	5-spd	4.27	2.85	2.03	1.54	1.00	2.27
1983-88	Auto	3.68	2.41	1.44	1.00		2.20
1085-88	5-spd	4.07	2.71	1.93	1.46	1.00	2.20
1989	5-spd	3.77	2.51	1.79	1.35	1.00	2.64
1989-93	Auto	3.87	2.25	1.44	1.00		2.54
1990-93	5-spd	3.76	2.51	1.79	1.35	1.00	2.73
912E	Trans Type	1st	2nd	3 rd	4th	5 th	R&P
1976	5-spd	11:35	11:33	23:29	26:25	29:21	7:31
914/4							
1970-76		11:34	18:34	23:29	27:25	31:22	7:31
914/6							
1970-72		11:34	18:32 A	28:28 GA	27:25 O	29:22 V	7:31 ZA
924 (1977-82)							
1977		10:36	16:34	25:34	30:29		9:31
1977	Auto	2.55	1.45	1.00			11:41
1977 1/2 - 78		10:36	16:34	25:34	30:29		9:35
1979	5-spd	14:39	19:32	27:30	31:25	35:21	7:35
1980	5-spd	2.79	1.68	1.11	0.81	0.60	5:00
1981-82	5-spd	3.60	2.13	1.36	0.97	0.73	4:11
924 Turbo (931)							
1980		3.16	1.78	1.22	0.93	0.60	4.71
1981-82		3.60	2.13	1.46	1.11	0.73	3.89
924S							
1987-88							
1987-88	5-spd	3.60	2.13	1.46	1.07	0.83	3.89
1987-88	Auto	2.71	1.50	1.00			3:46
930 Turbo							
1976-77	4-spd	2.25	1.30	0.89	0.65		4:22
1978-80	4-spd	2.25	1.30	0.89	0.63		4:22
944							
1982-86	5-spd	3.60	2.13	1.46	1.07	0.73	3.89
1982-89	Auto	2.71	1.50	1.00			3:46
1987-88	5-spd	3.60	2.13	1.46	1.07	0.73	3:50
1989	5-spd	3.60	2.12	1.46	1.07	0.83	3.89
944S							
1987-88		3.50	2.06	1.40	1.03	0.83	3.89
944S2							
1989-91		3.50	2.06	1.40	1.03	0.78	3.87
944 Turbo							
1986-89		3.50	2.06	1.40	1.03	0.86	3:38
968							
1992-95	6-spd	3.18	2.00	1.44	1.11	0.91 0.78 6 th	3:78
1992-95	Tip	2.58	1.41	1.00	0.74		3:25
986 Boxster							
1997-1999	5-spd	3.50	2.12	1.43	1.03	0.79	3.89
2000-04	5-spd	3.50	2.12	1.43	1.09	0.84	3:56
1997-04	Tip	3.67	2.00	1.41	1.00	0.74	4:21
2000-04 S	6-spd	3.82	2.20	1.52	1.22	1.02 0.84 6 th	3:55
987 Boxster							
2005-On	5-spd	3.50	2.12	1.43	1.03	0.84	3:75
2005-On	6-spd	3.67	2.05	1.41	1.13	0.97 0.82 6 th	3:87
2005-On	Tip	3.66	2.00	1.41	1.00	0.74	4:38
2005-On S	Tip	3.66	2.00	1.41	1.00	0.74	3:91
Cayman S							
2006-On	6-spd	3.31	1.95	1.41	1.13	0.97 0.82 6 th	3:88
2006-On	Tip	3.66	2.00	1.41	1.00	0.74	4:16
Cayenne							
2004-On	6-spd	4.68	2.53	1.69	1.22	1.00 0.84 6 th	4:10
2004-On	Tip	4.15	2.37	1.56	1.16	0.86	4:56
2003-On S	Tip	4.15	2.37	1.56	1.16	0.86	4:10
2003-On	Tip	4.15	2.37	1.56	1.16	0.86	3:70
Turbo							
Carrera GT							
2005-On		3.20	1.87	1.36	1.071	0.90 0.75 6 th	4:40

TRACK SPECIFICATIONS

Vehicle Type	Millimeters Front	Rear	Vehicle Type	Millimeters Front	Rear
356	1290	1250	1977-79 914	1418	1372
356A, 356B, 356C	1306	1272	1980 924, 924 Turbo	1420	1372
1966 911, 912	1337	1317	1980 924, 924 Turbo w/Sport Kit	1420	1392
1967 911, 911S, 912	1353	1325	1981-82 924	1418	1372
1968 911, 911L, 911S, 912	1367	1339	1982 924 Turbo	1420	1375
1969-71 911T, 911E, 911S	1374	1355	1981 Turbo w/Option M Pkg	1420	1394
1969 912	1374	1355	1982 924 Turbo	1418	1394
1972-74 911T, 911E, 911S, 911 Carrera	1372	1380	1987-88 924S	1418	1393
1975 911, 911s, 911 Carrera	1398	1380	1978-82 928 (Includes Optional American Sport Group)	1552	1530
1976 912E	1360	1330	1983 928	1549	1521
1976-77 911	1369	1354	1984-86 928	1549	1521 or 1563
1978-82 911SC	1361	1367	1987-91 928S4	1551	1546
1983 911SC	1369	1380	1990 928GT	1562	1564
1984-88 911 Carrera	1372	1380	1991 928GT	1551	1546
1989 911 Carrera	1372	1405	1993-95 On 928 GTS	1551	1615
1989-94 911 Carrera 2	1379	1374	1976-77 930	1438	1511
1990-94 911 Carrera 4	1379	1374	1978-80 930	1432	1501
1995-98 911 Carrera	1405	1444	1981-83 944	1477	1451
1995-98 911 Carrera 4	1405	1474	1984-89 944	1477	1451 or 1476
1999-01 911 Carrera (996)	1455	1500	1987-88 944S	1477	1451
2002-05 911 Carrera (996)	1465	1500	1989-91 944S2	1477	1451
2004-05 996 GT3	1488	1500	1986-88 944 Turbo	1477	1451 or 1442
2005-On 911 Carrera (997)	1486	1534	1989 944 Turbo	1457	1451
2005-On 911 Carrera S (997)	1486	1516	1992-95 968	1473	1451
2006-On 911 Carrera 4, 4S (997)	1488	1548	1997-1999 Boxster	1465 or 1455	1524 or 1508
1986-87 911 Turbo	1432	1501	2000-2004 Boxster, Boxster S	1460	1523
1988-89 & 1991-92 911 Turbo	1432	1492	2005-On Boxster (987)	1486	1534
1994 911 Turbo	1442	1488	2005-On Boxster S (987)	1486	1528
1996-97 911 Twin Turbo	1411	1504	2006-On Cayman S	1486	1528
2001-05 911 Turbo (996)	1466	1523	2003-On Cayenne S, Turbo	1647	1662
2002-05 996 GT2	1488	1524	Carrera GT	1612	1587
914/4	1343	1383			
914/6	1356	1381			

WHEELBASE SPECIFICATIONS

Vehicle Type	Millimeters Wheelbase	Vehicle Type	Millimeters Wheelbase
356 All	2100	924 All	2400
911, through 1968	2211	928 All	2500
911, 1969-1971	2268	930/911 Turbo All	2272
911, 1972-1998	2272	911 Turbo, GT2, 2001-05	2355
996, 1999-2005	2350	944 All	2400
996 GT3 2004-05	2355	968	2400
997, 2005-On	2350	986 Boxster, Boxster S	2415
912, through 1968	2211	987 Boxster, Boxster S	2415
912, 1969	2268	Cayman S	2415
912E, 1976	2272	Cayenne, Cayenne S, Cayenne Turbo	2855
914/4, 914/6 All	2450	Carrera GT	2730

WEIGHT SPECIFICATIONS

Vehicle Type	Weight, Kg	Vehicle Type	Weight, Kg
356 Coupe and Cabriolet All	830	911 Carrera C4 (996), 2002-05 (manual)	1405
356, 356A Speedster All	760	911 Carrera C4 (996), 2002-05 (Tiptronic S)	1460
356A Coupe, Cabriolet, Hardtop All	850	911 GT3 (996), 2004-05	1380
356A Carrera de Luxe Coupe, Cabriolet, Hardtop All	930	911 Carrera (997), 2005-On (manual)	1395
356A GT Carrera Coupe All	870	911 Carrera (997), 2005-On (Tiptronic)	1435
356B Coupe, Cabriolet, Hardtop All	900	911 Carrera S (997), 2005-On (manual)	1420
356B Roadster All	870	911 Carrera S (997), 2005-On (Tiptronic)	1460
356B (T6) Coupe, Cabriolet, Hardtop All	935	911 Carrera C4 (997), 2006-On (manual)	1450
356B/356C GT Carrera Coupe All	845	911 Carrera C4 (997), 2006-On (Tiptronic)	1490
356C All	925	911 Carrera C4S (997), 2006-On (manual)	1475
911, through 1968	1080	911 Carrera C4S (997), 2006-On (Tiptronic)	1515
911, 1969-71	1020	911 Turbo, 1986-89	1350
911T, 1972-73	1050	911 Turbo, 1991-92	1485
911E/S Carrera, 1972-73	1075	911 Turbo, 1994	1470
911S Carrera, 1974	1075	911 Turbo, (993) all	1500
911S Carrera, 1975	1100	911 Turbo, (996) 2001-05 (manual)	1540
911, 1976-77	1120	911 Turbo, (996) 2001-05 (Tiptronic)	1584
911SC, 1978-79	1160	911 GT2, (2002-05)	1420
911SC, 1980-83	1250	912, 1965-68	970
911 Carrera, 1984-89	1250	912, 1969	948
911 Carrera 2, 1990-94 (manual)	1375	912E, 1976	1160
911 Carrera 2, 1990-94 (Tiptronic)	1406	914/4, 1970-72	900
911 Carrera 4, 1989-94	1475	914/4, 1973-74	970
911 Carrera, 1995-98 (manual)	1390	914/4, 1973-76	1000
911 Carrera, 1995-98 (Tiptronic)	1415	914/6, All	940
911 Carrera 4, 1995-98	1440	924, 1977-82	1190
911 Carrera (996), 1999-2001 (manual)	1320	924 Turbo (931), 1980-82	1280
911 Carrera (996), 1999-2001 (Tiptronic)	1365	924S, 1987-88	1240
911 Carrera (996), 2002-05 (manual)	1345	928, 1978	1490
911 Carrera (996), 2002-05 (Tiptronic S)	1400	928, 1979-84	1520
		928, 1985-86 (manual)	1520

Vehicle Type	Weight, Kg
928, 1985-86 (automatic)	1560
928, 1987-91 (manual)	1590
928, 1987-91 (automatic)	1610
928, 1993-95 (manual)	1630
928, 1993-95 (automatic)	1650
930 Turbo, 1976-77	1195
930 Turbo, 1978-80	1295
944, 1982-87	1260
944, 1988	1290
944, 1989	1300
944S, 1987-88	1300
944S2, 1989	1310
944S2, 1990-91	1360
944 Turbo, 1986	1315
944 Turbo, 1987-89	1360
968 Coupe (manual)	1400
968 Coupe (Tiptronic)	1430

Vehicle Type	Weight, Kg
968 Cab (manual)	1470
968 Cab (Tiptronic)	1500
986 Boxster, 1997-2004 (manual)	1260
986 Boxster, 1997-2004 (Tiptronic)	1310
986 Boxster S, 2000-04 (manual)	1295
986 Boxster S, 2000-04 (Tiptronic)	1300
987 Boxster, 2005-On (manual)	1295
987 Boxster, 2005-On (Tiptronic)	1355
987 Boxster S, 2005-On (manual)	1345
987 Boxster S, 2005-On (Tiptronic)	1385
Cayman S 2006-On (manual)	1340
Cayman S 2006-On (Tiptronic)	1380
Cayenne, 2004-On (manual)	2160
Cayenne, 2004-On (Tip)	2170
Cayenne S, 2003-On	2245
Cayenne Turbo, 2003-On	2355
Carrera GT	1379

NOTE: 1) Sportomatic Transmission – plus 15kg
2) 1kg – 2.2046 pounds

TIRE AND RIM SPECIFICATIONS

Vehicle Type	Standard Tire/Rim Code	Optional Tire/Rim Code
356 All	25	
356A All	4	6
356B All	8	
356C All	5	
356SC All	10	
911, through 1967	10	
911S, through 1967	11	
911, 911L, 1968	13	
911S, 1968	14	
911T, 1969-71	13	16,2
911E, 1969-71	16	14,2
911T, 1972-73	16	
911E, 1972-73	13	16,2
911S, 1972-73	16	14
911 Carrera, 1973	16	
911, 1974	20	
911S, 1974	13	16
911 Carrera, 1974	16	
911 Carrera, 1974	20	18,21,22
911, 1975	15	16
911S, 1975	16	
911 Carrera, 1975	20	22
911, 1976	16	
911, 1977	16	17,18,20,22,26
911SC, 1978-83	20	26
911 Carrera, 1984-86	20	26,22,27
911 Carrera, 1987	22	26
911 Carrera, 1988	38	
911 Carrera, 1989	39	
911 Carrera 2, 1990-91	39	
911 Carrera 2, 1992-94	39	44
911 Carrera 4, 1989-91	39	
911 Carrera 4, 1992-94	39	44
911 Carrera, 1995	46	42
911 Carrera 1996-98	42	50a
911 Carrera 4, 1995-98	42	
911 Carrera 4S, 1996-98	47	
911 Carrera S, 1998	42	45
911 Carrera (996), 1999-2001	50	51
911 Carrera (996), 2002-05	42	47
911 Carrera 4S (996), 2002-05	57	
911 GT3 (996), 2004-05	64	
911 Carrera (997), 2005-On All	61	62
911 Turbo, 1986-89	34	

Vehicle Type	Standard Tire/Rim Code	Optional Tire/Rim Code
911 Turbo, 1991-1992	42	
911 Turbo, 1994	45	
911 Turbo (993), 1996-97	47	
911 Turbo (996), 2001-05	57	
911 GT2 (996), 2002-05	65	
912, through 1967	10	
912, 1968	13	
912, 1969	13	16,2
912E, 1976	15	13,2
914/4 All	7,9,10,12,13	
914/6 All	13	2
924, 1977-82	1	3,16
924 Turbo (931), 1980-82	16	32
924S, 1987-1988	37	32
928, 1978-86	28	29
928, 1987-89	35	
924, 1990	35,41	
928, 1991	41	
928, 1993	43	
928, 1994-95	48	
930 Turbo, 1976	24	22
930 Turbo, 1977	27	22
930 Turbo, 1978-80	27	
944, 1982-83	29	30,31
944, 1984-86	29	30,33
944, 1987-89	29	27
944S, 1987-88	29	27
944S2, 1989 and 1991	27	
944S2, 1990	27	41
944 Turbo, 1986-88	27	36
944 Turbo, 1989	40	
944 Turbo S, 1988	40	
968, All	27	43
986 Boxster, 1997-1998	26	49
986 Boxster, 1998-2004	26	49, 52
986 Boxster S, 2000-04	49	52
987 Boxster, 2005-On	58	59,60
987 Boxster S, 2005-On	59	60
Cayman S, 2006-On	59	60
Cayenne, 2004-On	56	53,54,55
Cayenne S, Turbo, 2003-04	53	54,55
Cayenne Turbo, 2005-On	54	55
Carrera GT	63	

TIRE AND RIM SPECIFICATIONS

The tire sizes and rim sizes defined below are coded for use with the list of the previous page. Where time/rim sizes are not the same on the front and rear, both sizes are listed with the front sizes listed first (first line).

Code	Tire Size	Rim Size
1	165HR14	5.5J X 14
2	185HR14	5.5J X 14
3	185HR14	6J X 14
4	5.60-15	4.5J X 15
5	5.60-15	4.5J X 15
6	5.90-15	4.5J X 15
7	155SR15	4.5J X 15
8	165-15SS	4.5J X 15
9	165SR15	4.5J X 15
10	165HR15	4.5J X 15
11	165VR15	4.5J X 15
12	165SR15	5.5J X 15
13	165HR15	5.5J X 15
14	165VR15	5.6J X 15
15	185/70HR15	6J X 15
16	185/70VR15	6J X 15
17	185/70VR15	6J X 15 (front) 185/70VR15
18	185/70VR15	7J X 15
19	185/70VR15 185/70VR15	7J X 15 (front) 8J X 15 (rear)
20	185/70VR15 215/60VR15	6J X 15 (front) 7J X 15(rear)
21	185/70VR15 215/60VR15	7J X 15 (front) 7J X 15(rear)
22	185/70VR15 215/60VR15	7J X 15 (front) 8J X 15(rear)
23	205/50VR15 205/50VR15	6J X 15 (front) 7J X 15(rear)
24	205/50VR15 225/50VR1	7J X 15 (front) 8J X 15(rear)
25	5.00-16	3.25D X 16
26	205/55VR16 225/50VR16	6J X 16 (front) 7J X 16(rear)
27	205/55VR16 225/50VR16	7J X 16 (front) 8J X 16(rear)
28	225/50VR15	7J X 15
29	215/60VR15	7J X 15
30	205/55VR16	7J X 16
31	215/55VR15	7J X 15
32	205/55VR16	6J X 16
33	215/60VR15 215/60VR15	7J X 15 (front) 8J X 15 (rear)
34	205/55VR15 245/45VR16	9J J X 15 (front) 9J X 16 (rear)
35	225/50VR16 245/45VR16	7J X 16 (front) 8J X 16 (rear)
36	225/50VR16 245/45VR16	8J X 16 (front) 9J X 16 (rear)
37	195/65VR15	6J X 15
Code	Tire Size	Rim Size

38	195/65VR15 215/60VR15	7J X 15 (front) 8J X 15 (rear)
39	205/55ZR16 225/50ZR16	6J X 16 (front) 8J X 16 (rear)
40	225/50ZR16 245/45ZR16	7J X 16 (front) 9J X 16 (rear)
41	225/50ZR16 245/45ZR16	7.5J X 16 (front) 9J X 16 (rear)
42	205/50ZR17 225/40ZR17	7J X 17 (front) 9J X 17 (rear)
43	225/45ZR17 225/40ZR17	7.5J X 17 (front) 9J X 17 (rear)
44	205/50ZR17 255/40ZR17	7J X 17 (front) 8J X 17 (rear)
45	225/40ZR18 265/35ZR18	8J X 18 (front) 10J X 18 (rear)
46	205/55ZR16 245/45ZR16	7J X 16 (front) 9J X 16 (rear)
47	225/40ZR18 285/30ZR18	8J X 18 (front) 10J X 18 (rear)
48	225/45ZR17 255/40ZR17	7.5J X 17 (front) 9J X 17 (rear)
49	205/50ZR16 255/40ZR17	7J X 17 (front) 8.5J X 17 (rear)
50	205/50ZR17 255/40ZR17	7J X 17 (front) 9J X 17 (rear)
50a	225/40ZR18 265/35ZR18	7J X 18 (front) 9J X 18 (rear)
51	225/40ZR18 265/35ZR18	7.5J X 18 (front) 10J X 18 (rear)
52	225/40ZR18 265/35ZR18	7.5J X 18 (front) 9J X 18 (rear)
53	255/55R18	8J X 18
54	275/45R19	9J X 19
55	275/40R20	9J X 20
56	235/65R17	7.5J X 17
57	225/40R18 295/30R18	8J X 18 (front) 11J X 18 (rear)
58	205/55ZR17 235/50ZR17	6.5J X 17 (front) 8J X 17 (rear)
59	235/40ZR18 265/40ZR18	8J X 18 (front) 9J X 18 (rear)
60	235/35ZR19 295/30ZR19	8J X 19 (front) 9.5J X 19 (rear)
61	235/40ZR18 265/40ZR18	8J X 18 (front) 10J X 18 (rear)
62	235/35ZR19 295/30ZR19	8J X 19 (front) 11J X 19 (rear)
63	265/35ZR19 335/30ZR20	9.5J X 19 (front) 12.5J X 20 (rear)
64	235/40ZR18 295/30ZR18	8.5J X 18 (front) 11J X 18 (rear)
65	235/40ZR18 315/30ZR18	8.5J X 18 (front) 12J X 18 (rear)

Complete Specifications Information

For additional specification information go to
<http://www.pca.org/members/library/pcr/2007/Appendix%20VI%20-%20Specifications.pdf>

NOTICE

These rules and regulations are designed to provide for the orderly conduct of Challenge Series events, other driving events, and to promote 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 regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others.