



2024
Autocross
Rules

Table of Contents

A-1 General Rules	3
A-1.1 Car/Driver Limits	3
A-1.2 Run Groups	3
A-1.3 Course Design	3
A-1.3.1 Course Changes	4
A-1.3.2 Liability	4
A-1.4 Parade Laps	4
A-1.5 Unsafe Driving	5
A-1.6 Unsportsmanlike Conduct	5
A-1.7 Tire Temperature Management	5
A-1.8 Reruns	5
A-1.9 Mechanical Issues	5
A-2 Protests	6
A-2.1 Submission of Protest	6
A-2.2 Burden of Proof	6
A-3 Classification	7
A-3.1 Classification Disputes	7
A-3.2 FUN-classed Vehicle Standings	7
A-3.3 Classification Categories	7
A-3.3.1 Category Progression	8
A-3.3.2 Classes within Categories	8
A-3.4 Allowances	9
A-3.4.1 Engine Swaps	9
A-3.4.2 “Free” Modifications	9
A-3.4.3 Factory Performance Options	10
A-3.4.4 Other Modifications	10
B-1 As-Delivered Category Modifications	10
B-1.1 Wear and Aftermarket Items	10
C-1 Optioned Category Modifications	11
C-1.1 Engine	11
C-1.2 Suspension	12
C-1.3 Brake/Tire/Wheel	13
C-1.4 Chassis/Body/Interior	13
C-1.5 Transmission	14
D-1 Prepared Category Modifications	15
D-1.1 Engine	15
D-1.2 Suspension	15

D-1.3 Brake/Tire/Wheel	16
D-1.4 Chassis/Body/Interior	16
D-1.5 Transmission	17
E-1 Unlimited Category Modifications	18
E-1.1 Engine	18
E-1.2 Suspension	18
E-1.3 Brake/Wheel/Tire	18
E-1.4 Chassis/Body/Interior	18
E-1.5 Transmission	18
F-1 Series Scoring	19
F-1.1 Drops	19
F-1.2 Class Scoring	19
F-1.3 Ladies Classes	19
F-1.3 Awards	20
F-1.4 PAX Scoring	20
F-1.4.1 PAX Factors	21
F-1.5 Tie Breaker	21
Appendix I: Model Class Chart for As-Delivered (A), Optioned (O), and Prepared (P)	22

2023 PCA Zone 7 Autocross Rules

Autocross is a forward motion, driving skill event with a rolling start (non-drag race) and finish. Vehicles are timed while driving a course laid-out on a paved area. Safety of the participants, workers, and spectators are of paramount importance in the design and conduct of the event.

A-1 General Rules

Every participant shall have knowledge of the current rules and agrees without reservation to the consequences resulting from their enforcement.

Fairness to all competitors is required. Nothing within the control of the hosting Autocross Chair shall be done during any event that would create an unfair advantage or disadvantage for anyone, and all reasonable steps shall be taken to assure compliance. These rules are subject to revision(s) at any time, including retroactively, by the Zone 7 Autocross Rules Committee (Z7ARC) to address any oversight, loophole, clarification, or other issue determined to create an unfair competitive advantage.

A-1.1 Car/Driver Limits

Participants must complete on-site check-in at the start of the event or they will not be allowed to compete. For competitive purposes, a driver may enter an event only once. Runs driven in a vehicle other than the participant's registered vehicle for the event, either for fun or instructional purposes, will not be recorded or will be recorded as "DNF". If a vehicle develops mechanical problems during an event resulting in its permanent withdrawal from competition that day, at the discretion of the Autocross Chair, driver(s) may finish his/her runs in another vehicle which is compliant in that class.

All minivans and 4-wheel drive trucks are prohibited. Non-Porsche SUVs, crossovers, and 2-wheel drive trucks (use of racing slicks is prohibited) will only be permitted to participate with prior-approval by the host region Autocross Chair.

A-1.2 Run Groups

Efforts will be made to have competitors within the same classification participate in the same run group. At the discretion of the Autocross Chair, co-drivers of a single vehicle may run in separate run groups; if separate run groups are not possible the vehicle runs will be spaced by rerun duration requirements.

A-1.3 Course Design

Courses should be designed with the goals of being safe, fun to drive, and balanced for different types of competing cars.

Straight line "drag strip" starts should be avoided. If the site or course design does not allow space for all drivers to enter the course at competition speed, the start must have elements near the Start Timing Light that neutralize an advantage of a launch control start.

Gates must be a minimum of 20 feet wide. Straights longer than 150 feet should not end in a U-turn maneuver. The course edge must be a minimum of 50 feet from stationary objects (light posts, k-rails, curbs, drop-offs, etc.) but if possible more distance is preferable. The distance is measured from the course edge, not the driving line.

Courses should be balanced between high and low horsepower cars. A higher average speed will favor lower horsepower cars. More unimpeded acceleration zones out of elements, particularly slow elements, will favor higher horsepower cars. Elements that should be avoided in course designs include: corners slow enough to require a 1st gear downshift, 360 degree pivot turns also known as a spin cone, gates or slaloms with severe offsets and short spacing, and cones placed in an obvious position where they will get constantly hit.

Finish Timing Lights should be placed with enough runoff after the light to bring a car to a walking speed before direction changes are needed. Kinks immediately before or after the lights are to be avoided to ensure drivers are under control; a high speed finish in a straight line is a safer finish than a slower one with an abrupt direction change. Brakes should not need to be applied before crossing the Finish Timing Light to ensure a safe runoff.

A-1.3.1 Course Changes

Once the Course Designer and Safety Chair approve the in-place course, the course will be frozen for the day. If a safety concern arises once competition has begun and it cannot be remedied with advisory cones and/or vehicle overlap release timing, the course can be altered and all recorded lap times to that point invalidated. Group runs will be altered to provide equal runs for all groups on the revised course. Once competitive runs have begun only a safety concern is grounds for changing the course.

A-1.3.2 Liability

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

A-1.4 Parade Laps

A Parade Lap(s) may be implemented at the discretion of the Autocross Chair. This allows drivers new to autocross the opportunity to experience the course with an untimed run in a low-speed manner. Parade Laps are for novice drivers only. Instructor or novice-driver passengers are allowed. The driver must drive their own vehicle. Participating vehicles are not limited to Porsches. Parade Laps will be run prior to competitive run groups and run

without corner workers. Pace vehicles and other controls will be used to keep speeds well below competition speeds. The purpose of these Parade Laps is to allow novice participants to see the course for their benefit and minimize DNFs.

A-1.5 Unsafe Driving

On- or off-course irregular, dangerous, or reckless driving during an event may be cause for disqualification. "Unsafe" driving is determined by the Autocross Chair in agreement with the Safety Chair.

A-1.6 Unsportsmanlike Conduct

If at any time during an autocross event the Autocross Chair in agreement with another member of the Z7ARC determines that a participant is showing unsportsmanlike conduct or is bending or taking unfair advantage of the rules, that entrant may be disqualified.

A-1.7 Tire Temperature Management

Supplemental heating of tires less than 30 minutes prior to the first vehicle of the run group starting a run is prohibited. Tire heat may only be retained by individual tire covers, or via a wrap around the vehicle with the ignition off. Any device that provides supplemental heat is prohibited. Water may be used to cool tires.

A-1.8 Reruns

In the case in which a competitor is red-flagged or stops for a displaced or downed cone on the course, the competitor must thereafter continue through the remainder of the course at a reasonable pace below competition speed and will be granted a rerun if appropriate. Delaying the event by failing to complete the remainder of the course in a timely fashion, completing the course at competition speeds, or incurring additional penalties may result in forfeiture of the rerun. During the remainder of the run, DNFs or off course penalties will not be scored provided the competitor follows the general route of the course and exits in a timely fashion (e.g. straight-lining a slalom is acceptable, but cutting across the course or through a corner station is not). Penalty(s) scored prior to the on-course stoppage will be carried over to the competitor's re-run.

Reruns will be granted only for timing failure, object on the course, red flag, or other situations and at the discretion of the Autocross Chair, or designee. Reruns will not be given because of on-course mechanical or other failure of the competitor's vehicle. A minimum of five (5) minutes must elapse before a competitor may take a rerun and subsequent runs.

A-1.9 Mechanical Issues

Prior to starting a run a vehicle with mechanical difficulty shall have ten (10) minutes after its scheduled start to be present at the start line. Drivers may take one (1) mechanical delay per run. Grid personnel will be notified of the mechanical difficulty, and will refer the request for a mechanical delay to the Autocross Chair, or designee, in cases where the competitor

may gain an unfair advantage by delaying a run. Abuse of this allowance may be considered unsportsmanlike conduct and subject to disqualification.

A-2 Protests

Any participant may protest any decision, act, or omission of the organizers, an official, participant, or other person connected with the event considered to be in violation of the rules or guidelines or any supplementary regulation published by the event organizers. Any participant in the event, including members of the Z7ARC shall have the right to protest. Protests will be resolved by the Z7ARC.

Participants are responsible for notifying event organizers in the event of a scoring math or timing error. Protests are not needed to correct scoring math or timing errors. It is expected that protests be reasonable, based on sound evidence, and submitted in a spirit of fairness. If, in the opinion of the Z7ARC, a protester has acted in a manner inconsistent with the spirit of fairness and good sportsmanship, the protest will be considered to be in bad faith, the protest will be denied and the protest fee forfeited.

An intent to protest must be communicated to the Autocross Chair within 30 minutes of the disputed vehicle's or participant's final run. The formal protest must be filed within 24 hours of the completion of the event.

A-2.1 Submission of Protest

Every protest must be legibly written, must describe in detail and cite which rule or supplementary regulation is considered to have been violated and by whom, must be signed by the protester, and must be accompanied by a \$100 protest fee. The fee will be returned only in the event the protest is upheld. However, protests by the Z7ARC members are exempt from the fee; except when a member of the Z7ARC files a protest and is personally involved, the member pays the fee. Final safety check inspectors are also exempt from the fee for protests resulting from the performance of duties. All protests of improper action or following of procedures by Z7ARC members are protestable at no fee, if the improper action or procedure has been brought to the appropriate Z7ARC member's attention and satisfactory corrective action has not been taken. Situations where there is a conflict of interest which may affect results, or where an entrant is unfairly prejudiced may also be protested at no fee, if the appropriate event Z7ARC member has not satisfactorily responded after the situation has been brought to their attention.

A-2.2 Burden of Proof

The entrant of a protested vehicle has the burden of proving that the vehicle conforms to these rules by the required documentation according to the class of the vehicle, and must present the required documentation requested by the Z7ARC at the time that the protest is heard, or else be disqualified. If the required documentation does not include sufficient

information on a protested item or specification, the burden shifts to the protestor to prove the equipment or specification illegal.

Z7ARC decisions may include disqualification from the event or any lesser penalty as they deem appropriate. The Z7ARC decision will be final and no further appeal will be allowed.

A-3 Classification

Drivers are responsible for properly classifying their vehicles. Participants classification or classification changes must be completed prior to the Start of timed runs. All Porsche vehicles participating in an event are highly encouraged to be classed appropriately to ensure fair competition and eligibility for year end class and PAX awards. The host region Autocross Chair has the right to correct mis-classified vehicles. Proper class alignment may occur on the morning of an event.

A-3.1 Classification Disputes

If a participant thinks a vehicle is not properly classified, the participant may bring this to the attention of the Autocross Chair, or a Z7ARC designee, who will investigate the problem. If the Autocross Chair finds that there is an obvious misclassification, assistance will be given to properly classify the vehicle involved, if possible. This procedure is intended to correct unintentional misclassifications without a formal protest and/or subsequent disqualification of entrants. If the Autocross Chair does not find a violation, the complainant has the ability to still file a formal protest.

A-3.2 FUN-classed Vehicle Standings

Vehicles and drivers within the FUN class will not be recognized for event accomplishments, such as Top Time of Day, Cone King/Queen, etc.

A-3.3 Classification Categories

There are four Porsche classification categories: **As-Delivered**, **Optioned**, **Prepared**, and **Unlimited**. These categories relate to vehicle configurations.

As-Delivered (A) category includes classes of vehicles as normally delivered and specified for use in the United States and Canada. Many factory options as normally available for a specific model year are permitted. However, certain factory and/or dealer installed equipment/options will move a vehicle out of As-Delivered into a higher category outlined in the Class Chart in order to maintain the intent and integrity of the As-Delivered classes.

Optioned (O) category includes vehicles (as normally delivered to the United States and Canadian public through authorized sales outlets of the manufacturer) plus others with limited performance-enhancing options and/or changes.

Prepared (P) category includes vehicles with more substantial performance-enhancing options and/or changes from standard specification, whether changed by the factory, dealer or owner. These modifications have defined limits.

Unlimited (U) category includes vehicles that have performance-enhancing modifications outside of the limits of the Prepared category and for race vehicles (factory-built or otherwise).

A-3.3.1 Category Progression

As-Delivered vehicles are not permitted any modifications beyond B-1 and B-1.1. Within the Optioned category, a vehicle's classification depends on the model, options, and changes (if any) made. Improvements and alterations may elevate the vehicle into a higher category. The listed modifications provide an overview, but not a strict definition, of what modifications are allowed for each category. Each category section defines the limits or allowances for the particular modifications listed. If a modification is not specifically listed, it is not allowed in that category and may elevate the vehicle to Unlimited. Classifying a vehicle into a higher class within the numeric grouping or to Unlimited is allowed (i.e. an A-04 vehicle may be classed in O-04, P-04 or U-01; an O-03 to P-03, etc.) and such classification will apply to both class and PAX standings for the applicable event(s).

A-3.3.2 Classes within Categories

Each category is divided into classes, grouping vehicles with similar performance potential. Prefixes are: "**A**" for **As-Delivered** classes, "**O**" for **Optioned** classes, "**P**" for **Prepared** classes, and "**U**" for the **Unlimited** class.

As-Delivered classes are available for a limited number of recently manufactured vehicles. Vehicles currently in production or with a model production run (ie. 997, 981, etc.) that is within the past 15 years may enter the As-Delivered Class, with certain exclusions. Certain vehicles are excluded from As-Delivered classes because their factory performance or features exceed the criteria and intent of this category. These excluded higher-performance vehicles are initially classified as Optioned or Prepared. Factory (and non-factory) race cars are classed as Unlimited.

Vehicles with modifications are "progressed" into classes with higher performance potential. These classes, plus those reserved exclusively for progressed vehicles, are presented in the Model Class Chart (Appendix I). The numeric indicators of the classes generally, but not necessarily, indicate relative performance potential between classes. For the purpose of classification, factory options as normally delivered for a specific vehicle and/or model year are permitted.

Certain factory and/or dealer installed equipment/options and combinations will move vehicles out of the As-Delivered or Optioned categories. Dealer and factory options that

are not considered to improve performance are allowed in the As-Delivered and Optioned classes (i.e., trim or comfort packages, air-conditioning, etc.).

As-Delivered or **Optioned** classes are generally the starting point for classification for most vehicles. Production based “racing” vehicles will be classed according to their base car type and the modifications they have as specified in these rules. If a vehicle is not a United States-specification variant, the entrant is responsible to prove that the vehicle is equivalent to the respective production vehicle (as delivered to the United States public through authorized sales outlets of the manufacturer) to qualify for Optioned classification or equivalent to the respective improved vehicle to qualify for Prepared classification; otherwise the vehicle will be classified in the Unlimited category. For the purposes of the rules, DOT and/or EPA Certification alone does not make a vehicle equivalent to a U.S. specification vehicle.

Unlimited Category is for all progressed vehicles (beyond Prepared) with any displacement, naturally-aspirated, forced-induction, electric, and/or hybrid systems are allowed.

A-3.4 Allowances

IF THESE RULES DO NOT SPECIFICALLY PERMIT A MODIFICATION, IT IS NOT ALLOWED EXCEPT IN THE UNLIMITED CATEGORY.

Allowances are separated into five categories: Free, As-Delivered, Optioned, Prepared, and Unlimited. Some modifications are “free,” that is, allowed without impact on classification. Other modifications considered to enhance performance may progress a vehicle into Optioned, Prepared, or Unlimited depending on the performance impact of the modification. If the modifications specified in the text are performed, the vehicle will be classified in the Optioned, Prepared, or Unlimited class where that modification is permitted. In Unlimited, the rules specify the minimum requirements to compete.

A-3.4.1 Engine Swaps

Only Porsche vehicles with Porsche-based engines may classify and compete for points.

A-3.4.2 “Free” Modifications

Safety equipment is free in all classes, except As-Delivered, provided limits of any class category are met. Items considered free include harness bars, fire extinguishers, non-factory seat belts, head rests, cut-off switches, tow hooks, and required mounts for any of the above. In As-Delivered, attachments points or mounts for any of these items may be/remain installed in the vehicle, but the actual device will not be allowed to remain or be used if the device is considered to provide the driver or the vehicle any performance advantage.

A-3.4.3 Factory Performance Options

Certain factory and/or dealer installed equipment/options will progress the vehicle out of the As-Delivered Category. Any one item from the list below would progress the vehicle to the Optioned category; mid-engined vehicles with two (2) or more and all other vehicles with three (3) or more items would progress the vehicle to Prepared:

- Limited Slip Differentials (LSD)
- Porsche Torque Vectoring (PTV)
- Torque Biasing Differential (TBD)
- Four wheel steering
- Air suspension with PASM
- Porsche Dynamic Chassis Control (PDCC)
- Porsche Sport Suspension/Chassis, such as: M030, X73, X74, PASM Sport Suspension (not Standard PASM), etc.

A-3.4.4 Other Modifications

Any equipment, component, part, or modification which is deemed performance affecting and which is not specified will make the vehicle subject to reclassification to a higher class or category by the Z7ARC at their discretion or by protest of a competitor.

B-1 As-Delivered Category Modifications

Unless otherwise specified in these rules, no alterations or modifications are allowed to these vehicles. Only original Factory wheels as originally specified and Factory tire sizes as originally provided and/or specified for each specific model year are permitted. All As-Delivered class tires must have a tread wear rating of 220 or higher (for the purposes of these rules Goodyear F1 Supercar 3 and Michelin Cup 2 Connect tires are considered to be a 200 treadwear tire regardless of the stamped rating). A tire by a different manufacturer is acceptable provided it is the same size. Any-deviation up or down in size or to a lower treadwear rating will result in progression to Optioned or Prepared.

B-1.1 Wear and Aftermarket Items

Wear items must be comparable in construction and specifications to the originally supplied factory components. This includes brake pads and rotors, and tires. Adjustments, such as wheel alignment, are permitted provided no modifications and/or alterations are necessary to achieve the desired adjustment. Automobiles must run with their spare tire, jack, lug wrench, owner's manual(s), tools, etc. Owner's manual(s) will be used to help verify questionable equipment options and designated wheel/tire sizes. No aftermarket equipment that might reasonably be perceived as enhancing performance is permitted in this category. Items included in this restriction include, but may not be limited to, aftermarket air filters, aftermarket exhaust systems, aerodynamic aids, computer chips, five/six point seatbelts, race seats, harness bars, roll bars, roll cages, etc.

C-1 Optioned Category Modifications

The Optioned category is for street vehicles altered and/or with options beyond As-Delivered limits. The following adjustments, alterations or modifications are allowed in Optioned class vehicles above and beyond what is allowed in As-Delivered. To balance performance, vehicles with a manual or Tiptronic transmission competing in a class with vehicles that may be equipped with a PDK transmission may incorporate one modification from the permitted Suspension, Wheels/Brakes/Tires, or Transmission sections of the Prepared Modifications list.

C-1.1 Engine

- (a) Air Cleaner:** The air cleaner may be removed, modified or replaced with another type. Any modification may not conflict with other rules.
- (b) Modified Ignition:** Any modification is permitted, provided an original type distributor is used.
- (c) Modified Carburetors:** Any vehicle originally carbureted may have any carburetor, provided the throttle bore and venturi dimensions are not changed from original specifications. Jet sizes may be changed. 911 models with mechanical fuel injection or Solex carburetors may change to replacement carburetors that have throttle bores no larger than 40mm. 914/912E models may be converted to carburetors with throttle bores no larger than 40mm.
- (d) Fuel Injection:** No substitution of performance affecting components for fuel injected vehicles is permitted. No modifications to the intake manifold are allowed.
- (e) Wet Sump Modifications:** If a vehicle has a wet sump lubrication system, the sump may be modified to ensure a constant source of engine lubrication at the oil pickup tube. If a vehicle has a dry sump lubrication system, no modifications are permitted.
- (f) Modified Oil Cooler/Filter:** The addition of any oil cooler and/or filter is permitted.
- (g) Camshafts:** The stock camshaft must be used.
- (h) Underdrive Pulleys:** Accessory belt pulleys may be resized provided their systems, such as power steering, air conditioning, etc, remain functional.
- (i) Exhaust Modifications:** Alternate exhaust systems are permitted after the catalytic converter for vehicles equipped with them. For vehicles not equipped with a catalytic converter, alternate exhaust systems after the exhaust manifold are permitted. Headers are permitted if equipped from the factory. A muffler is required. Aftermarket, high flow catalytic converters are not permitted. Air pumps may be removed.
- (j) Air Conditioning:** Removal is permitted provided the original vehicle may have been delivered without it.
- (k) Gasoline:** Any grade of automotive gasoline available to the general public through normal retail service stations is permitted.
- (l) Velocity Stack:** Velocity stacks may be added or modified.
- (m) Fuel Pump:** Fitting of an electric fuel pump is permitted.
- (n) Chain Tensioners/Guards:** Any chain tensioner or guards are permitted.
- (o) Battery:** Any battery may be used. Those vehicles delivered with two batteries may remove one.

(p) Center Radiator: Water-cooled vehicles may add a center radiator.

C-1.2 Suspension

(a) Limited Suspension Adjustments: Any adjustment of the standard suspension components is permitted, provided no machining is required for the adjustment. Factory components must be used for mounting of struts and shock absorbers to the body.

(b) Alignment: Any adjustment may be made provided no other change is necessary to make the adjustment.

(c) Coil Springs/Torsion Bars: Any coil spring may be replaced by any other Factory coil spring for that model. Any torsion bar may be replaced by any other Factory torsion bar for that model provided they are of the same type and mount in the same manner without modification to the chassis or suspension components.

(d) Shock Absorbers: Any shock absorber may be used provided it is not remotely adjustable and has no more than a single external adjustment.

(e) Coilovers: Vehicles equipped with a Factory coilover system are permitted provided they do not conflict with any other rules.

(f) Adjustable spring perches are allowed provided they are part of a Factory suspension system.

(g) Sway Bars: Any non-adjustable anti-sway bar may be installed.

(h) Rear Camber Compensation (356 Only): Any rear camber compensating device may be used.

(i) Bushings: Suspension bushings may be replaced with bushings of any similar performance material as stock and must fit in the original location.

(j) Shock Tower Brace: A front and/or rear shock tower brace may be used in any vehicle provided that: it can be quickly and easily removed, it must be a bolt in component. Any number of attachment points may be used; (2) all attachment points are within three inches of a vertical plane passing through the top center of the shock absorber.

(k) Subframe and Sway Bar Mount Reinforcement Bars: Subframe and/or sway bar mount reinforcement bars are permitted.

(l) Spring Plates: Adjustable spring plates are permitted on any vehicle so equipped from the factory.

(m) Tie-Rod Ends: The use of 911 Turbo tie-rod assemblies is permitted.

(n) Hydro-pneumatic Suspension: Removal of this suspension is not only allowed but is encouraged.

(o) A-Arms: 924/944/968 series may use aftermarket A Arms provided suspension geometry is not altered.

(p) Four Wheel Steering: Permitted on vehicles so equipped from the factory.

(q) Air Suspension with PASM: vehicles equipped with air suspension with PASM are permitted.

(r) Porsche Dynamic Chassis Control (PDCC): vehicles equipped with PDCC are permitted.

C-1.3 Brake/Tire/Wheel

(a) Brakes: Pads, linings, and brake lines of any manufacture may be used. Any type of brake cooling may be used. Aftermarket brake calipers are not permitted. Rotors may be drilled or slotted. Brake bias valves may be changed but cockpit adjustable valves are not permitted. Cars with ceramic rotors may change them to alternative material rotors. Brake rotor size may be increased.

(b) Tires: All tires must be Department of Transportation (DOT) approved. Any DOT tire may be used provided they have a visible tread and have DOT wear indicators. Tires must have a minimum tread wear rating of 180. Tire aspect ratio and width is free but must fit under the stock fender wells. Tires must be sold nationally and generally available to all competitors. Tires that have ended production and have become unavailable for purchase will be legal for use through the end of the following season. For example, if a tire ends production and becomes unavailable for purchase at any point during the season, those tires may be used through the end of the following season allowing drivers who have purchased them a chance to use them up. Cords may not be visible before, during, or after runs. Recapped tires or regrooved tires are not allowed. Competitors are responsible for policing the “rubbing tire” rule and protests must be made before timed runs.

(c) Track Width: Modifications to track width by use of wheel spacers and/or wheel offset are permitted provided no modifications to the vehicle, other than increasing the stud/bolt length, are performed and the wheel/tire combo fits under the unmodified fender measured at the top of the tire. Only 356 models with drum and very early disc brakes may use individual spacers for each wheel stud.

(d) Increased Rim Width: Rim width may be increased up to 1.0” over the widest rim available from the factory (front and rear respectively) for that model range provided the width does not extend beyond the stock fender width as measured from the top of the tire, and fits within the stock fender wells.

(e) Wheels: All wheels shall be the same diameter as available from the factory for the model range of the vehicle or within an increase or decrease of 1.0” from the factory specifications.

(f) Spare Tire: The supplied spare tire, car jack and associated tools, tire inflator, flat filler, and other factory supplied tools may be removed.

(g) Wheel Bolts: Cars using wheel bolts may change to studs, as long as factory thread engagement is maintained.

C-1.4 Chassis/Body/Interior

(a) Fender Modifications: Fenders (including wheel openings) may not be modified. This includes fender rolling.

(b) Interior Modifications: Any accessory, gauge, or Indicator may be fitted if its purpose is to improve driver or passenger comfort or convenience and provided such items have no effect whatsoever on mechanical performance. Alternative seats may be used, however race seats (lightweight aftermarket and/or fixed back/non-reclinable

seats) are not permitted, and floor mats may be removed or replaced. Any steering wheel is allowed.

(c) Roll Bars: Roll bars and half cages are permitted. Full interior roll cages are not permitted.

(d) Spoilers: Any factory aerodynamic device equipped on any vehicle in the specific model range from the factory is permitted (e.g., a 981 Cayman base model may be equipped with 981 Cayman GT4 rear wing).

(e) Air Dams: Any factory air dam equipped on any vehicle in the specific model range from the factory is permitted.

(f) Seam Reinforcement (914 Only): Seam reinforcement kits are permitted “free” on 914s, provided each reinforcement is limited to a single seam and that all reinforcements combined do not substantially increase the rigidity and stiffness of the chassis. It is recommended to 914 model owners to have the chassis inspected for rust on a periodic basis.

(g) Bumpers: Bumpers may be removed on any 356 series vehicle. Front factory bumpers on water-cooled vehicles may be modified to add a center radiator; the modification may serve no other purpose and the center radiator must be functional.

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

(i) Jack/Tools/Manuals: Removal of jack, tools and owners manual(s) is allowed.

C-1.5 Transmission

(a) Limited Slip: Porsche LSD variants are permitted. Aftermarket LSDs are not permitted.

(b) Gear Shift Linkages: Gear shift linkages may be modified or exchanged. This permits the use of a short shift kit in any vehicle or the use of side-shifter transmission in any 914.

(c) Clutch: Any model clutch is allowed. Rubber center clutch discs may be replaced with spring discs. The flywheel and pressure plate may be lightened.

D-1 Prepared Category Modifications

The Prepared category is for vehicles with modifications beyond those allowed in the Optioned Category. The modifications are limited but much more liberal than those in the As-Delivered or Optioned Categories. The following adjustments, alterations, or modifications are allowed in the Prepared class vehicles in addition to what is allowed in the As-Delivered and Optioned classes.

D-1.1 Engine

- (a) Fuel Injection:** Any DME EPROM chip or aftermarket tune may be used including ones that alter boost pressure in vehicles equipped with a turbo(s).
- (b) Substituted Roller Bearing Cranks:** For 356-based or Carrera 4-based engines, any roller bearing crank may be used. Plain bearing cranks may be substituted for roller bearing cranks. Counterbalanced cranks are permitted.
- (c) Exhaust Modifications:** Alternate exhaust systems are permitted after the head(s). Water cooled vehicles must retain their catalytic converter(s); replacement high flow catalytic converters are permitted. Air cooled vehicles may remove the catalytic converter. Headers are permitted. A muffler is required.
- (d) Ignition:** Any ignition system is allowed.
- (e) Gasoline:** Any gasoline is permitted.
- (f) Engine Substitution (Air Cooled Only):** Any air cooled Porsche engine is permitted in any air cooled Porsche vehicle provided it has the same number of cylinders as the factory engine.
- (g) Forced Induction:** Aftermarket turbochargers or superchargers are permitted on vehicles equipped with a turbocharger(s) or supercharger from the factory.
- (h) Compression Ratio:** Engine compression ratios may be increased up to 1.0 points.
- (i) Battery Location:** Any battery may be used. The battery may be located anywhere within the vehicle. Vehicles equipped with two batteries from the factory may remove one.
- (j) Intake System:** Any intake system may be used.
- (k) Wet/Dry Sumps:** Any change or addition is permitted.
- (l) Camshafts:** Any camshaft may be used.
- (m) Balanced Engine:** Balancing of internal engine parts is permitted.

D-1.2 Suspension

- (a) Coil Springs/Torsion Bars:** Any coil spring may be replaced by any other coil spring. Any torsion bar may be replaced by any other torsion bar.
- (b) Shocks Absorbers:** Multi-adjustable or remotely adjustable shock absorbers are permitted.
- (c) Coilovers:** Aftermarket coilover systems with or without adjustable spring perches are permitted.
- (d) Adjustable spring perches** are allowed
- (e) Sway Bars:** Any anti-sway bar may be installed. Sway bar may not be adjustable from the cockpit.

(f) Adjustable Sway Bar End Links: Adjustable sway bar end links or drop links may be used.

(g) Bushings: Any suspension bushings may be used.

(h) Camber Plates: Camber plates are permitted. Machining of factory mounting points is permitted to allow greater suspension adjustment. The type of integral bushing used within the camber plate will be ignored.

(i) Raised Spindle: Raised spindles are permitted on strut type suspensions.

(j) Suspension Mounts: Any suspension mount may be used provided the number of mounting points and mounting locations remain as equipped from the factory.

(k) Suspension Arms: Any suspension arm may be used, provided use requires no other vehicle modifications. For example, this includes the use of any lower control arm, tie-rod assembly and/or bump steer kit.

D-1.3 Brake/Tire/Wheel

(a) Brakes: Any brake modifications are permitted. Any brake biasing valve is permitted.

(b) Tires: All tires must meet the same requirements as those of Section C-1.3(b) except for tread wear rating and fitment. Tires must have a minimum tread wear rating of 80. Tire aspect ratio and width is free but must fit under the fender wells.

(c) Track Width: Track width is open provided the top of the wheel/tire fits under the fender measured from the top of the tire. Only 356 models with drum and very early disc brakes may use individual space for each wheel stud.

(d) Increase Rim Width: Rim width is free so long as the width does not extend beyond the fender.

(e) Wheels: Wheels may be any diameter.

D-1.4 Chassis/Body/Interior

(a) Roll Bars/Roll Cages: Roll bars or full interior cages are permitted.

(b) Spoilers: Any rear factory aerodynamic device, delivered as a factory option, is permitted. All others are permitted provided the leading edge of the spoiler is attached to the vehicle. The spoiler can be no wider than the stock body width and the spoiler does not exceed 10 inches in height, from the leading edge. Any rear wing can be used provided it is not wider than the door handles; does not extend past the rear of the car; no part is higher than the roof; and has less than 8 square feet of area for all wing elements (measured from directly above the car)

(c) Air Dams: Any front air dam or splitter delivered as a factory option is permitted. All others are permitted provided it does not extend to less than 2 inches above the ground and not more than 5 inches forward of the bumper. Splitters cannot be wider than the front bumper.

(d) Interior: Vehicles, at minimum, must have dashboard, windows (glass or plexiglas), visors (if originally equipped), headliner, and door panels. The original number of seats and passenger restraints must be present. Removal of mats and loose carpeting is allowed (i.e., what isn't originally screwed and/or glued down). Headlights, taillights,

brake lights and turn signal lights must be operational. Race seats, window nets, and seat back braces are permitted.

(e) Bodywork: The use of fiberglass or other material body components is permitted for the following components: hoods (front and rear), rear deck lids, bumpers and rocker panels and (for air cooled vehicles only) front and rear fenders.

(f) Fenders: Fenders may be rolled to allow for extra wheel/tire clearance, but must retain the stock outside appearance. Air cooled vehicles are permitted to have aftermarket fender flares or fiberglass fenders with flares. All four tires shall not extend beyond the fender opening at the highest point of the tire, unless the Porsche model was originally an open-wheeled design.

(g) Fuel Tanks: Fuel tanks may be changed and/or relocated.

D-1.5 Transmission

(a) Transmission: Any Porsche-based transmission is permitted.

(b) Transaxle gear ratios: Any ratio set may be used outside of the specified gear set. Ring and pinion may be altered.

(c) Limited Slip: Any differential may be used.

DRAFT

E-1 Unlimited Category Modifications

The Unlimited category includes all vehicles modified beyond the allowable limits specified in the As-Delivered, Optioned, and Prepared categories as well as some limited production and “tuner” vehicles. These rules provide the minimum that is required for the vehicle to be classified in this category. Some specified items are not allowed in this category. Unless defined as a production vehicle with complete documentation proving so, all racing, rally, and special non-production Porsche models shall be included in this category.

E-1.1 Engine

- (a) Engine:** A Porsche-based engine or electric motor system is required.
- (b) Displacement:** Any displacement is permitted.
- (c) Fuel Management:** Modifications to the fuel injection or carburetor system are permitted. The use of turbochargers or superchargers other than those used in production is permitted by class allowance. Modified boost pressure is permitted.
- (d) Ignition:** Any ignition system is permitted.
- (e) Nitrous Oxide Systems:** These systems are not permitted.
- (f) Exhaust:** A muffler is required for any internal combustion engine.

E-1.2 Suspension

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

E-1.3 Brake/Wheel/Tire

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

E-1.4 Chassis/Body/Interior

- (a) Chassis:** Any Porsche-based chassis, unibody or tube frame chassis is permitted.
- (b) Roll Bars/Roll Cages:** Roll bars or full interior cages are permitted. In some instances, they may be required. See Appendix XII for additional information, specifications and requirements.
- (c) Bodywork:** Automobile bodywork must maintain recognizable external features of the Porsche model, but may be made of any material. Tires may extend beyond the fender opening. Automobile bodywork must include a front and rear trunk or deck lid and doors.

E-1.5 Transmission

- (a) Transmission:** Any transmission is permitted.

F-1 Series Scoring

To be eligible for a year end trophy a participant must run more than 50 percent of the scheduled PCA Zone 7 Autocross series events. The Participant must also run in three or more different region events.

F-1.1 Drops

The quantity of series events held determines the number of events counted towards year end awards for class and PAX trophies.

4 events in the series	All events count
5-6 events	Drop 1 event
7-8 events	Drop 2 events
9 or more events	Drop 3 events

F-1.2 Class Scoring

Class scoring points will be awarded for each event as follows:

Place	Points	Place	Points
1	20	6	7
2	16	7	5
3	13	8	3
4	11	9	2
5	9	10	1

F-1.3 Ladies Classes

If 2 or more women in a class participate in the eligible number of events there will be a separate appropriate ladies class. For instance, if 3 eligible women participate in the O-03 class they will compete separately in a O-03L class. This would not exclude women from the Open class and PAX awards.

F-1.3 Awards

There is a PCA Zone 7 year end award for Class Champions Awards will be granted to the highest place driver(s) in each class, except FUN, based on the following:

Class Participants	Awards Given
1-3 participants	1
4-6 participants	2
7+ participants	3

F-1.4 PAX Scoring

PAX points will be awarded for each event as follows:

Place	Points		Place	Points		Place	Points
1	100		11	52		21	18
2	94		12	48		22	16
3	88		13	44		23	14
4	82		14	40		24	12
5	77		15	36		25	10
6	72		16	32		26	8
7	68		17	29		27	6
8	64		18	26		28	4
9	60		19	23		29	2
10	56		20	20		30+	1

F-1.4.1 PAX Factors

Each Zone 7 class is assigned a PAX Index number. These are multipliers used to compare participants' times with others across different classes. The participant's best time is multiplied by their class PAX Index for a modified time to be compared with others. The PAX factors for each class is based on the vehicles' performance potential. Each year the index values may be modified as conditions change. There are PCA Zone 7 year end PAX awards for Open, Masters (65+), and Ladies Champions.

Class	PAX Index	Class	PAX Index	Class	PAX Index	Class	PAX Index
A-01	--	O-01	0.873	P-01	0.886	U-01	0.990
A-02	--	O-02	0.883	P-02	0.896		
A-03	0.900	O-03	0.914	P-03	0.927		
A-04	0.926	O-04	0.940	P-04	0.954		
A-05	0.929	O-05	0.943	P-05	0.957		
A-06	--	O-06	0.954	P-06	0.968		
A-SDN	0.901	O-SDN	0.915	P-SDN	0.928		
A-SUV	0.889	O-SUV	0.902	P-SUV	0.916		

F-1.5 Tie Breaker

In the event of a points total tie at the end of the season for Class and/or PAX, breaking the tie will be by comparing all of head to head events of the tied competitors. The competitor that beat the other(s) the most will win the tie. If a tie still remains, the tie will stand.

Appendix I: Model Class Chart for As-Delivered (A), Optioned (O), and Prepared (P)

Series	Year	Model	Avg Weight	Avg HP	lbs per hp	As Delivered	Optioned	Prepared
356 / 912 / 914								
	1948-1965	356 ALL	1900	70	27.14	--	O-01	P-01
	1965-1969	912 ALL	2127	102	20.85	--	O-01	P-01
	1970-1975	914 ALL	2072	90	23.02	--	O-01	P-01
	1969-1972	914/6 ALL	2194	110	19.95	--	O-01	P-01
	1976	912E	2127	90	23.63	--	O-01	P-01
924 / 944 / 968 / 928								
	1976-1986	924	2381	110	21.65	--	O-01	P-01
	1987-1988	924 S	2381	155	15.36	--	O-02	P-02
	1979-1983	924 Turbo	2450	154	15.91	--	O-02	P-02
	1983-1989	944	2715	173	15.69	--	O-02	P-02
	1987-1991	944 S ALL	2932	199	14.73	--	O-02	P-02
	1986-1989	944 Turbo ALL	2998	232	12.92	--	O-02	P-02
	1992-1995	968 ALL	3100	237	13.08	--	O-02	P-02
	1978-1995	928 ALL	3571	290	12.31	--	O-02	P-02
911								
	1965-1977	911 ALL	2370	170	13.94	--	O-02	P-02
	1978-1989	911 ALL	2750	210	13.10	--	O-02	P-02
	1989-1994	964 ALL	3031	247	12.27	--	O-03	P-03
	1995-1998	993 ALL	3131	280	11.18	--	O-03	P-03
	1999-2004	996 Base & 4	2904	296	9.81	--	O-03	P-04
	1999-2004	996 4S	3047	315	9.67	--	O-04	P-04
	2005-2012	997 Base & 4	3120	340	9.18	A-04	O-04	P-04
	2005-2012	997 S & 4S	3142	380	8.27	A-04	O-04	P-04
	2010-2012	997 GTS	3197	408	7.84	A-05	O-05	P-05
	2012-2016	991.1 Base & 4	3086	345	8.94	A-04	O-04	P-04
	2012-2016	991.1 S & 4S	3120	395	7.90	A-05	O-05	P-05
	2014-2016	991.1 GTS & 4GTS	3186	424	7.51	A-05	O-05	P-05
	2017-2019	991.2 Base & 4	3197	365	8.76	A-04	O-04	P-05
	2017-2019	991.2 S & 4S	3219	414	7.78	A-05	O-05	P-05
	2017-2019	991.2 GTS & 4GTS	3241	444	7.30	A-05	O-05	P-05

	2019-On	991.2 T	3186	365	8.73	--	O-04	P-05
	2019	991.2 Speedster	3230	503	6.42	--	--	P-06
	2020-On	992 Base & 4	3318	380	8.73	A-04	O-04	P-05
	2020-On	992 S & 4S	3417	444	7.70	A-05	O-05	P-05
	2021-On	992 GTS & 4GTS	3516	473	7.43	A-05	O-05	P-05
	2024-On	911 S/T	3056	518	5.90	--	--	P-06
	1975-1994	911 Turbo ALL	3307	375	8.82	--	O-04	P-04
	1996-1997	911 Turbo ALL	3500	450	7.78	--	O-05	P-05
	2001-2005	911 Turbo ALL	3400	430	7.91	--	O-05	P-05
	2005-2012	911 Turbo ALL	3550	505	7.03	A-05	O-05	P-05
	2012-2017	911 Turbo ALL	3620	520	6.96	A-05	O-05	P-05
	2017-2019	911 Turbo ALL	3671	540	6.80	A-05	O-05	P-05
	2020-On	911 Turbo ALL	3770	641	5.88	--	O-06	P-06
911 GT3, GT2								
	1999-2004	996 GT3 & GT3 RS	3042	380	8.01	--	--	P-05
	2005-2012	997 GT3 & GT3 RS	3075	429	7.17	--	--	P-06
	2013-On	991 GT3 & GT3 RS	3153	495	6.37	--	--	P-06
	2021-On	992 GT3	3126	510	6.13	--	--	P-06
	2002-2005	996 GT2 ALL	3153	476	6.62	--	--	P-06
	2007-2008	997 GT2	3170	523	6.06	--	-	P-06
	2010	997 GT2 RS	3016	612	4.93	--	--	P-06
	2019	991 GT2 RS	3241	690	4.70	--	--	P-06
Boxster								
	1997-2004	986 Boxster Base	2833	217	13.06	--	O-03	P-03
	2000-2004	986 Boxster S	2833	250	11.33	--	O-03	P-03
	2004-2008	987.1 Boxster Base	2855	236	12.10	A-03	O-03	P-03
	2004-2008	987.1 Boxster S	2855	276	10.34	A-03	O-03	P-03
	2009-2012	987.2 Boxster Base	2855	255	11.20	A-03	O-03	P-03
	2009-2012	987.2 Boxster S	2855	310	9.21	A-04	O-04	P-04
	2011-2012	987.2 Boxster Spyder	2811	321	8.76	--	--	P-04
	2013-2016	981 Boxster Base	3035	260	11.67	A-03	O-03	P-03
	2013-2016	981 Boxster S	3139	310	10.13	A-04	O-04	P-04
	2014-2016	981 Boxster GTS	3163	325	9.73	A-04	O-04	P-04
	2016	981 Boxster Spyder	2899	385	7.53	--	--	P-05

	2017-On	718 Boxster Base	3020	296	10.20	A-04	O-04	P-04
	2017-On	718 Boxster S	3053	345	8.85	A-04	O-04	P-05
	2017-On	718 Boxster GTS 4cyl Turbo	3097	364	8.51	A-04	O-04	P-05
	2019-On	718 Boxster T	2976	296	10.05	A-04	O-04	P-04
	2019-On	718 Boxster Spyder	3206	414	7.74	--	--	P-05
	2020-On	718 Boxster GTS 4.0	3097	394	7.86	A-05	O-05	P-05
	2024-On	718 Spyder RS	3214	493	6.52	--	--	P-06
Cayman								
	2006-2008	987.1 Cayman Base	2954	241	12.26	A-03	O-03	P-03
	2006-2008	987.1 Cayman S	2954	291	10.15	A-03	O-03	P-03
	2009-2012	987.2 Cayman Base	2954	261	11.32	A-03	O-03	P-03
	2009-2012	987.2 Cayman S	2954	315	9.38	A-04	O-04	P-04
	2012	987.2 Cayman R	2833	326	8.69	--	--	P-04
	2014-2016	981 Cayman Base	2888	271	10.66	A-03	O-03	P-03
	2014-2016	981 Cayman S	2976	321	9.27	A-04	O-04	P-04
	2014-2016	981 Cayman GTS	3083	341	9.04	A-04	O-04	P-04
	2016	981 Cayman GT4	2954	385	7.67	--	--	P-05
	2017-On	718 Cayman Base	2943	296	9.94	A-04	O-04	P-04
	2017-On	718 Cayman S	2987	345	8.66	A-04	O-04	P-05
	2017-On	718 Cayman GTS 4cyl Turbo	3031	364	8.33	A-04	O-04	P-05
	2019-On	718 Cayman T	2976	296	10.05	A-04	O-04	P-04
	2019-On	718 Cayman GT4	3199	414	7.73	--	--	P-05
	2020-On	718 Cayman GTS 4.0	3097	394	7.86	A-05	O-05	P-05
	2022-On	718 Cayman GT4 RS	3120	493	6.33	--	--	P-06
Cayenne								
	2003-On	Cayenne Base	4597	286	16.07	A-SUV	O-SUV	P-SUV
	2003-2010	Cayenne S	4597	340	13.52	A-SUV	O-SUV	P-SUV
	2011-On	Cayenne S ALL	4597	380	12.10	A-SUV	O-SUV	P-SUV
	2013-On	Cayenne Diesel	4883	237	20.60	A-SUV	O-SUV	P-SUV
	2003-On	Cayenne Turbo ALL	4700	515	9.13	A-SUV	O-SUV	P-SUV
	2008-2010	Cayenne GTS	4597	399	11.52	A-SUV	O-SUV	P-SUV
	2009	Cayenne Transsyberia	4700	399	11.78	A-SUV	O-SUV	P-SUV

Macan								
	2014-On	Macan Base	4112	249	16.51	A-SUV	O-SUV	P-SUV
	2014-On	Macan S	4112	335	12.27	A-SUV	O-SUV	P-SUV
	2014-On	Macan Turbo	4244	395	10.74	A-SUV	O-SUV	P-SUV
	2016-On	Macan GTS	4112	355	11.58	A-SUV	O-SUV	P-SUV
Panamera								
	2011-On	Panamera Base ALL	4100	296	13.85	A-SDN	O-SDN	P-SDN
	2011-On	Panamera S ALL	4200	395	10.63	A-SDN	O-SDN	P-SDN
	2011-On	Panamera Turbo ALL	4400	510	8.63	A-SDN	O-SDN	P-SDN
	2013-On	Panamera GTS	4250	424	10.02	A-SDN	O-SDN	P-SDN
	2013-On	Panamera S Hybrid	4530	375	12.08	A-SDN	O-SDN	P-SDN
Taycan								
	2019-On	Taycan Turbo	5132	670	7.66	A-SDN	O-SDN	P-SDN
	2019-On	Taycan Turbo S	5121	750	6.83	A-SDN	O-SDN	P-SDN
	2020-On	Taycan 4S	4771	562	8.49	A-SDN	O-SDN	P-SDN
	2021-On	Taycan	4568	402	11.36	A-SDN	O-SDN	P-SDN
	2021-On	Taycan Cross Turismo 4	5029	469	10.72	A-SDN	O-SDN	P-SDN
	2021-On	Taycan Cross Turismo 4S	5033	562	8.96	A-SDN	O-SDN	P-SDN
	2021-On	Taycan Cross Turismo Turbo	5196	670	7.76	A-SDN	O-SDN	P-SDN
	2021-On	Taycan Cross Turismo Turbo S	5199	750	6.93	A-SDN	O-SDN	P-SDN
Specials								
	2004-2005	Carrera GT	3043	605	5.03	--	--	P-06
	2014-2015	918 Spyder	3692	887	4.16	--	--	P-06