



2026
Autocross
Rules

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2026 PCA Zone 7 Autocross Rules

Autocross is an all-forward-motion driving skill event conducted with a rolling start and finish. Competitors are individually timed while navigating a defined course laid out on a paved surface. The safety of participants, workers, and spectators is 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 25 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 Incomplete Run Session by a Run Group

If a run group cannot complete all of its allotted runs for any reason deemed necessary by the Autocross Chair, the Chair will determine the appropriate course of action for results purposes. This may include dropping runs from the earlier group(s) or allow the partial results to stand. The Autocross Chair will make the decision as fairly and objectively as possible.

A-1.3.3 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 Behavior

On- or off-course irregular, dangerous, or reckless behavior while at an event may be cause for disqualification and ejection. “Unsafe” behavior is unilaterally 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-1.10 Vehicle Standards

All vehicles must have:

- OEM rollover protection or an added rollbar,
- functional seat restraints,
- a muffler for internal combustion engines, and
- driver and passenger windows fully lowered while on-course.

A-2 Protests

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.

A-2.1 Submission of Protest

Protests must be filed using Appendix II Protest Form. The protest must:

- be submitted to the Autocross Chair within 24 hours after the completion of the event,
- be written clearly and legibly,
- describe in detail which rule or supplementary regulation was violated and by whom,
- be signed by the person submitting the protest, and
- include a \$100 protest fee via digital payment/wallet.

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. 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.

A-2.2 Burden of Proof

The entrant of a protested vehicle has the burden of proving that the vehicle conforms to these rules according to the class of the vehicle, and must defend their vehicle to the Z7ARC at the time that the protest is heard, or else be disqualified. If these rules do 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

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

If a participant believes their vehicle has been unfairly or incorrectly classified, they may submit an appeal to the Z7ARC for review. The appellant is responsible for providing the proper justification, specific impacting rule(s) and classification(s), and all supporting information or data for consideration. The Z7ARC will convene to review the submitted materials and render a decision. The Z7ARC's decision is final.

A-3.2 Classification Disputes

If a participant believes a vehicle is improperly classified, they may bring the issue to the attention of the Autocross Chair or a Z7ARC designee for investigation. If the Autocross Chair determines that a misclassification has occurred, assistance will be provided to correctly classify the vehicle, if possible. This process is intended to address unintentional misclassifications without requiring a formal protest or disqualification. If no violation is found, the complainant may choose to file a formal protest.

A-3.3 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-3.4 Classification Categories and Progression

There are four Porsche classification categories: **Optioned (“O”)**, **Prepared (“P”)**, **Modified (“M”)**, and **Unlimited (“U”)**. These categories relate to vehicle configurations. Each category is divided into classes, grouping vehicles with similar performance potential. The numeric indicators of the classes generally, but not necessarily, indicate relative performance potential between classes. A **Novice (“N”)** class is for all new autocross participants in any Porsche.

Optioned classes are generally the starting point for classification for most vehicles. Vehicles with modifications are “progressed” into classes with higher performance potential. Classes are presented in the Model Class Chart (Appendix I). Voluntarily classifying a vehicle into a higher class within the numeric grouping or to Unlimited is allowed (i.e. an O-04 vehicle may be classed in P-04, M-02, or U-01; an O-03 to P-03, etc.) and will apply to both class and PAX standings for the applicable event(s).

Novice (N) class is for drivers that have participated in less than approximately 10 autocross events, regardless of the club (PCA, SCCA, etc.). Any Porsche that is not highly modified is eligible. This class will not be considered for PAX standings. After 10 autocross events, the driver will progress to a class based on the vehicle as further described.

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

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

Modified (M) category includes vehicles with more substantial performance-enhancing modifications such as weight reduction, aerodynamic aids, and body modifications.

Unlimited (U) category includes vehicles that have extensive performance-enhancing modifications beyond the limits of the Prepared category and for race vehicles (factory-built or otherwise). Vehicles with any displacement, naturally-aspirated, forced-induction, electric, and/or hybrid systems are allowed.

A-3.4 Allowances

ALLOWANCES WITHIN THE RULES ARE NOT INTENDED TO BE PRESCRIPTIVE; RATHER TO PROVIDE THE FRAMEWORK FOR CLASSIFICATION.

Allowances are separated into five categories: Free, Optioned, Prepared, Modified, and Unlimited. Some modifications are “free,” that is, allowed without impact on classification. Other modifications considered to enhance performance may progress a vehicle into Prepared, Modified, or Unlimited depending on the performance impact of the modification.

A-3.4.1 “Free” Modifications

Safety equipment is free in all classes, 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.

A-3.4.2 Wear 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. Floor mats are encouraged to be removed. Owner’s manual(s) will be used to help verify questionable equipment options and designated wheel/tire sizes.

A-3.4.3 Other Modifications

Any equipment, component, part, or modification which is deemed performance affecting and beyond the category’s intent may 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 Optioned Category Modifications

The Optioned category is for “street legal” vehicles that have OEM or equivalent improvements that are generally fixed in nature without the ability to fine-tune performance settings. To balance performance, vehicles with a manual or Tiptronic transmission competing in a class with vehicles that could be equipped with a PDK transmission may incorporate one modification from the Prepared Modifications list except engine tuning that modifies boost pressure.

B-1.1 Engine

- (a) Engine:** Any modifications can be made to the engine to improve reliability and durability. Improvements may not result in perceived increased power or torque; or for the purpose of reducing overall vehicle weight.
- (b) Accessories:** Original standard equipment is to remain functional.
- (c) Camshafts:** The stock camshaft must be used.
- (d) Underdrive Pulleys:** Accessory belt pulleys may be resized provided their systems, such as power steering, air conditioning, etc, remain functional.
- (e) 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.
- (f) Air Conditioning:** Removal is permitted provided the original vehicle may have been delivered without it.
- (g) Battery:** Any battery may be used. Vehicles with two batteries may remove one.

B-1.2 Suspension

- (a) Camber:** Any adjustment may be made provided that components are not added or modified that would alter the negative camber beyond what is available in stock form.
- (b) Coil Springs/Torsion Bars:** Springs and/or torsion bars must be Porsche OEM.
- (c) Shock Absorbers:** Any shock absorber may be used provided it has no more than a single external adjustment.
- (d) Sway Bars:** Any non-adjustable anti-sway bar may be installed.
- (e) Rear Camber Compensation (356 Only):** Any rear camber compensating device may be used.
- (f) Shock Tower Brace:** A front and/or rear shock tower brace may be used in any vehicle provided that it is removable and is a bolt in component.
- (g) Hydro-Pneumatic Suspension:** Removal of this suspension is allowed and encouraged.
- (h) A-Arms:** 924/944/968 series may use aftermarket A Arms provided suspension geometry is not altered.

B-1.3 Brakes/Tires/Wheels

(a) Brakes: Any brake component that fits within the vehicle's OEM brake calipers are allowed. Improvements to prevent overheating and reliability are allowed, including conversion from drum brakes.

(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) Increased Wheel Width: Wheel width may be increased up to 1.0" over the widest wheel available from the factory (front and rear respectively) for that model generation provided it fits within the stock fender wells.

B-1.4 Chassis/Body/Interior

(a) Body Panels: Body panels must remain OEM; fenders may be rolled.

(b) Interior Modifications: Interiors must remain OEM. 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 on mechanical performance.

(c) Spoilers and Air Dams: Spoilers and air dams must be OEM (e.g., a 981 Cayman base model may be equipped with a 981 Cayman GT4 rear wing).

(d) Chassis Stiffening: Stiffening is allowed for the purposes of durability.

B-1.5 Transmission

(a) Differential: The OEM differential as originally optioned for the vehicle is required.

(b) Clutch/Flywheel: Any model clutch is allowed. The flywheel may not be lightened.

C-1 Prepared Category Modifications

The Prepared Category is for street vehicles with modifications more liberal than those in the Optioned Category.

C-1.1 Engine

(a) Engine Improvements: A stock Porsche engine may be modified. Aftermarket turbochargers or superchargers are permitted on vehicles equipped with a turbocharger or supercharger from the factory. Any added forced induction to a naturally aspirated engine must follow the guidelines for C-1.1(c) Engine Substitution.

(b) Engine Tuning: Tuning is only permitted for naturally aspirated engines.

(c) Engine Substitution:

Any Porsche engine is permitted to be substituted, but if differently specified from the vehicle's OEM engine, the vehicle will be reclassified. The re-classification will be based on the replacement engine's rated power and the vehicle's listed weight from Appendix I as follows:

Pounds to HP Ratio	Class
17.00 and greater	P-01
13.00 - 16.99	P-02
10.00 - 12.99	P-03
8.00 - 9.99	P-04
7.00 - 7.99	P-05
6.00 - 6.99	P-06
5.99 and less	M-03

If the engine horsepower is not known, then the wheel horsepower multiplied by 1.2 may be used. If no horsepower is provided then the vehicle will only be eligible in Unlimited. A vehicle's classification cannot drop a number class from its original classification in Appendix I due to modifications.

(d) Exhaust Modifications: Alternate exhaust systems are permitted after the head(s).

Vehicles must retain their catalytic converter(s); replacement high flow catalytic converters are permitted.

C-1.2 Suspension

(a) Torsion Bars: Vehicles with torsion bar suspension may use any torsion bar and shock. Converting torsion bars to coil springs is permitted.

(b) Coilovers: Aftermarket coilover systems, including shocks, springs, and adjustable/non-adjustable spring perches, or any system component are permitted.

(c) Sway Bars: Any anti-sway bar and/or end/drop link may be installed, but may not be adjustable from the cockpit.

(d) Camber: Camber plates and/or adjustable arms are permitted. Machining of factory mounting points is permitted.

C-1.3 Brakes/Tires/Wheels

- (a) Brakes:** Any brake modifications are permitted.
- (b) Tires:** All tires must meet the same requirements as those of Section B-1.3(b) except for tread wear rating and fitment. Tires may have a minimum tread wear rating of 80. Tires must fit under the fender wells.
- (c) Wheels:** Wheels must meet the requirements of Section B-1.3(c).

C-1.4 Chassis/Body/Interior

- (a) Roll Bars/Roll Cages:** Roll bars or full interior cages are permitted.
- (b) Spoilers and Wings:** Any rear factory aerodynamic device, delivered as a factory option, is permitted.
- (c) Air Dams:** Any front air dam or splitter delivered as a factory option is permitted.
- (d) Interior:** The OEM interior must be retained. Slight modifications, such as clearances for the installation of a roll cage or access to shock adjustments are permitted but must serve no other performance function. Race seats, window nets, and seat back braces are permitted.
- (e) Fenders:** Fenders may be rolled or pulled.

C-1.5 Transmission

- (a) Transmission:** Any Porsche-based transmission as originally equipped for the model is permitted.
- (b) Differential:** Any differential may be used.
- (c) Clutch/Flywheel:** The flywheel may be lightened.

D-1 Modified Category Modifications

The Modified Category is for street vehicles with certain factory performance options or modifications more liberal than those in the Prepared Category.

D-1.1 Engine

(a) Engine Improvements: A stock Porsche engine may be modified. Aftermarket turbochargers or superchargers are permitted on vehicles equipped with a turbocharger or supercharger from the factory. Any added forced induction to a naturally aspirated engine must follow the guidelines for D-1.1.(c) Engine Substitution.

(b) Engine Tuning: Tuning is permitted for all vehicles. Forced induction engines with tunes that change boost pressure must follow the guidelines for D-1.1(c) Engine Substitution.

(c) Engine Substitution:

Any Porsche engine is permitted to be substituted, but if differently specified from the vehicle's OEM engine, the vehicle will be reclassified. The classification will be based on the new engine's rated power and the vehicle's weight. The classification will be determined as follows, assuming other modifications have progressed the vehicle to the Modified category:

Pounds to HP Ratio	Class
13.00 and greater	M-01
8.00 - 12.99	M-02
7.99 and less	M-03

If the engine horsepower is not known, then the wheel horsepower multiplied by 1.2 may be used. If no horsepower is provided then the vehicle will only be eligible in Unlimited.

(d) Exhaust Modifications: Alternate exhaust systems are permitted after the head(s). Vehicles may remove their catalytic converter(s). Headers are permitted.

D-1.2 Suspension

(a) Suspension: Any suspension is permitted.

(b) Bushings: Any bushing type and material may be used.

D-1.3 Brakes/Tires/Wheels

(a) Brakes: Any brake modifications are permitted.

(b) Tires: All tires must meet the same requirements as those of Section C-1.3(b) except that tires are not required to fit under the fender wells.

(c) Increase Wheel Width: Any wheel width.

D-1.4 Chassis/Body/Interior

(b) Spoilers and Wings: All 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 more than 6 inches past the rear of the car; no part is higher than 6 inches above the roof; and has less than 8 square feet of area for all wing elements (measured from directly above the car).

(c) Air Dams: All are permitted provided it is not more than 6 inches forward at any point of the bumper. Front splitters can be no wider than the widest part of the vehicle measured from the centerline of the front wheels forward.

(d) Canards: Canards are permitted.

(e) Interior: Vehicles, at minimum, must have dashboard, windows (glass or plexiglas), visors (if originally equipped), headliner, and door panels. Dashboards may be modified or replaced but must be OEM-like and cover the original area. Visors and headliners may be replaced, but must be installed. Interior panels (door, kick, etc.) and carpet forward of the B pillar (front passenger area) may be replaced, not removed, with an upholstered or finish panel of any material. The area behind the B pillar may have trim and carpet removed.

(f) Bodywork: The use of carbon fiber, fiberglass or other material body components is permitted for the following components: hoods (front and rear), rear deck lids, bumpers, rocker panels and front and rear fenders. Headlights, taillights, brake lights and turn signal lights, and windshield wipers must be operational.

(g) Glass: All glass may be replaced, but not removed, with lightweight materials, such as Lexan or Plexiglass.

(g) Fenders: Fenders may be rolled, pulled, or cut and fender flares are permitted.

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.

(c) Differential: Any differential may be used.

E-1 Unlimited Category Modifications

The Unlimited Category includes broadly modified vehicles with few limitations.

E-1.1 Engine

- (a) Engine:** A Porsche-based engine / electric motor system is required.
- (b) Nitrous Oxide Systems:** These systems are not permitted.

E-1.2 Suspension

- (a) Suspension:** Any suspension is permitted.

E-1.3 Brakes/Tires/Wheels

- (a) Brakes:** Any brakes or modifications are permitted.
- (b) Wheels/Tires:** Any wheel and tire combination is permitted.

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 and encouraged.
- (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. Front and rear trunk or deck lid and doors are required.

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 at least three different Region's 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 are PCA Zone 7 year end awards for Class Champions. Awards will be granted to the highest place driver(s) in each class, except Novice. The number of awards will be based on the following:

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

A FUN class award will be awarded to the top driver of a non-Porsche.

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 factor 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						
O-01	0.879	P-01	0.890	M-01	0.906	U-01	1.000
O-02	0.887	P-02	0.902	M-02	0.963		
O-03	0.925	P-03	0.938	M-03	0.982		
O-04	0.949	P-04	0.959				
O-05	0.957	P-05	0.968				
O-06	0.964	P-06	0.978				
O-SUV	0.908	P-SUV	0.922				

F-1.5 Tie Breaker

If competitors record identical best times (to the thousands of a second), their second-fastest times will be used as the tiebreaker for points ranking. The best actual times will be used for standings and PAX purposes.

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 wins. If a tie still remains, then the sum of times (or PAX times) from all head to head events will be used to determine the Class (or PAX) winner.

Appendix I: Model Class Chart for Optioned (O), Prepared (P) and Modified (M)

Series	Year	Model	Avg Weight	Avg HP	Ibs per hp	Optioned	Prepared	Modified
356 / 912 / 914								
	1948-1965	356 ALL	1900	70	27.14	O-01	P-01	M-01
	1965-1969	912 ALL	2127	102	20.85	O-01	P-01	M-01
	1970-1975	914 ALL	2072	90	23.02	O-01	P-01	M-01
	1969-1972	914/6 ALL	2194	110	19.95	O-01	P-01	M-01
	1976	912E	2127	90	23.63	O-01	P-01	M-01
924 / 944 / 968 / 928								
	1976-1986	924	2381	110	21.65	O-01	P-01	M-01
	1987-1988	924 S	2381	155	15.36	O-02	P-02	M-01
	1979-1983	924 Turbo	2450	154	15.91	O-02	P-02	M-01
	1983-1989	944	2715	173	15.69	O-02	P-02	M-01
	1987-1991	944 S ALL	2932	199	14.73	O-02	P-02	M-01
	1986-1989	944 Turbo ALL	2998	232	12.92	O-02	P-02	M-01
	1992-1995	968 ALL	3100	237	13.08	O-02	P-02	M-01
	1978-1995	928 ALL	3571	290	12.31	O-02	P-02	M-01
911								
	1965-1977	911 ALL	2370	170	13.94	O-02	P-02	M-01
	1978-1989	911 ALL	2750	210	13.10	O-02	P-02	M-01
	1989-1994	964 ALL	3031	247	12.27	O-03	P-03	M-02
	1995-1998	993 ALL	3131	280	11.18	O-03	P-03	M-02
	1999-2004	996 Base & 4	2904	296	9.81	O-03	P-04	M-02
	1999-2004	996 4S	3047	315	9.67	O-04	P-04	M-02
	2004	996 40th Anniversary	3000	345	8.70	O-04	P-04	M-02
	2005-2012	997 Base & 4	3120	340	9.18	O-04	P-04	M-02
	2005-2012	997 S & 4S	3142	380	8.27	O-04	P-04	M-02
	2010-2012	997 GTS	3197	408	7.84	O-05	P-05	M-03
	2012-2016	991.1 Base & 4	3086	345	8.94	O-04	P-04	M-02
	2012-2016	991.1 S & 4S	3120	395	7.90	O-05	P-05	M-03
	2014-2016	991.1 GTS & 4GTS	3186	424	7.51	O-05	P-05	M-03
	2017-2019	991.2 Base & 4	3197	365	8.76	O-05	P-05	M-03
	2017-2019	991.2 S & 4S	3219	414	7.78	O-05	P-05	M-03

	2017-2019	991.2 GTS & 4GTS	3241	444	7.30	O-05	P-05	M-03
	2019-On	991.2 T	3186	365	8.73	O-05	P-05	M-03
	2019	991.2 Speedster	3230	503	6.42	--	P-06	M-03
	2020-On	992 Base & 4	3318	380	8.73	O-05	P-05	M-03
	2020-On	992 S & 4S	3417	444	7.70	O-05	P-05	M-03
	2021-On	992 GTS & 4GTS	3516	473	7.43	O-05	P-05	M-03
	2024-On	911 S/T	3056	518	5.90	--	--	M-03
	1975-1994	911 Turbo ALL	3307	375	8.82	O-04	P-04	M-02
	1996-1997	911 Turbo ALL	3500	450	7.78	O-05	P-05	M-03
	2001-2005	911 Turbo ALL	3400	430	7.91	O-05	P-05	M-03
	2005-2012	911 Turbo ALL	3550	505	7.03	O-05	P-05	M-03
	2012-2017	911 Turbo ALL	3620	520	6.96	O-05	P-05	M-03
	2017-2019	911 Turbo ALL	3671	540	6.80	O-05	P-05	M-03
	2020-On	911 Turbo ALL	3770	641	5.88	O-06	P-06	M-03

911 GT3, GT2

	1999-2004	996 GT3 & GT3 RS	3042	380	8.01	--	P-05	M-03
	2002-2005	996 GT2 ALL	3153	476	6.62	--	P-06	M-03
	2007-2012	997 GT3	3075	425	7.24	--	P-05	M-03
	2007-2012	997 GT3 RS	3025	433	6.99	--	--	M-03
	2007-2008	997 GT2	3170	523	6.06	--	P-06	M-03
	2010	997 GT2 RS	3016	612	4.93	--	--	M-03
	2013-20	991 GT3	3153	485	6.50	--	P-06	M-03
	2015-20	991 GT3 RS	3268	510	6.41	--	--	M-03
	2019	991 GT2 RS	3241	690	4.70	--	--	M-03
	2021-On	992 GT3	3126	510	6.13	--	--	M-03
	2022-On	992 GT3 RS	3197	518	6.17	--	--	M-03

Boxster

	1997-2004	986 Boxster Base	2833	217	13.06	O-03	P-03	M-02
	2000-2004	986 Boxster S	2833	250	11.33	O-03	P-03	M-02
	2004	986 Boxster S 550 Spyder	2911	266	10.94	O-03	P-03	M-02
	2004-2008	987.1 Boxster Base	2855	236	12.10	O-03	P-03	M-02
	2004-2008	987.1 Boxster S	2855	276	10.34	O-03	P-03	M-02
	2008	987 Boxster RS60 Spyder	2987	303	9.86	O-04	P-04	M-03

	2009-2012	987.2 Boxster Base	2855	255	11.20	O-03	P-03	M-02
	2009-2012	987.2 Boxster S	2855	310	9.21	O-04	P-04	M-02
	2011-2012	987.2 Boxster Spyder	2811	321	8.76	O-04	P-04	M-02
	2013-2016	981 Boxster Base	3035	260	11.67	O-03	P-03	M-02
	2013-2016	981 Boxster S	3139	310	10.13	O-04	P-04	M-02
	2014-2016	981 Boxster GTS	3163	325	9.73	O-04	P-04	M-02
	2016	981 Boxster Spyder	2899	385	7.53	O-05	P-05	M-03
	2017-On	718 Boxster Base	3020	296	10.20	O-04	P-04	M-02
	2017-On	718 Boxster S	3053	345	8.85	O-05	P-05	M-03
	2017-On	718 Boxster GTS 4cyl Turbo	3097	364	8.51	O-05	P-05	M-03
	2019-On	718 Boxster T	2976	296	10.05	O-04	P-04	M-02
	2019-On	718 Boxster Spyder	3206	414	7.74	--	P-05	M-03
	2020-On	718 Boxster GTS 4.0	3097	394	7.86	O-05	P-05	M-03
	2024-On	718 Spyder RS	3214	493	6.52	--	--	M-03

Cayman

	2007-2008	987.1 Cayman Base	2954	241	12.26	O-03	P-03	M-02
	2006-2008	987.1 Cayman S	2954	291	10.15	O-03	P-03	M-02
	2009-2012	987.2 Cayman Base	2954	261	11.32	O-03	P-03	M-02
	2009-2012	987.2 Cayman S	2954	315	9.38	O-04	P-04	M-02
	2012	987.2 Cayman R	2833	326	8.69	O-04	P-04	M-02
	2014-2016	981 Cayman Base	2888	271	10.66	O-03	P-03	M-02
	2014-2016	981 Cayman S	2976	321	9.27	O-04	P-04	M-02
	2014-2016	981 Cayman GTS	3083	341	9.04	O-04	P-04	M-02
	2016	981 Cayman GT4	2954	385	7.67	--	P-05	M-03
	2017-On	718 Cayman Base	2943	296	9.94	O-04	P-04	M-02
	2017-On	718 Cayman S	2987	345	8.66	O-05	P-05	M-03
	2017-On	718 Cayman GTS 4cyl Turbo	3031	364	8.33	O-05	P-05	M-03
	2019-On	718 Cayman T	2976	296	10.05	O-04	P-04	M-02
	2019-On	718 Cayman GT4	3199	414	7.73	--	P-05	M-03
	2020-On	718 Cayman GTS 4.0	3097	394	7.86	O-05	P-05	M-03
	2022-On	718 Cayman GT4 RS	3120	493	6.33	--	--	M-03

Cayenne

	2003-On	Cayenne Base	4597	286	16.07	O-SUV	P-SUV	M-02
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	2003-2010	Cayenne S	4597	340	13.52	O-SUV	P-SUV	M-02
	2011-On	Cayenne S ALL	4597	380	12.10	O-SUV	P-SUV	M-02
	2013-On	Cayenne Diesel	4883	237	20.60	O-SUV	P-SUV	M-02
	2003-On	Cayenne Turbo ALL	4700	515	9.13	O-SUV	P-SUV	M-02
	2008-2010	Cayenne GTS	4597	399	11.52	O-SUV	P-SUV	M-02
	2009	Cayenne Transsyberia	4700	399	11.78	O-SUV	P-SUV	M-02

Macan

	2014-On	Macan Base	4112	249	16.51	O-SUV	P-SUV	M-02
	2014-On	Macan S	4112	335	12.27	O-SUV	P-SUV	M-02
	2014-On	Macan Turbo	4244	395	10.74	O-SUV	P-SUV	M-02
	2016-On	Macan GTS	4112	355	11.58	O-SUV	P-SUV	M-02

Panamera

	2011-On	Panamera Base ALL	4100	296	13.85	O-03	P-03	M-02
	2011-On	Panamera S ALL	4200	395	10.63	O-03	P-03	M-02
	2011-On	Panamera Turbo ALL	4400	510	8.63	O-03	P-03	M-02
	2013-On	Panamera GTS	4250	424	10.02	O-03	P-03	M-02
	2013-On	Panamera S Hybrid	4530	375	12.08	O-03	P-03	M-02

Taycan

	2019-On	Taycan Turbo	5132	670	7.66	P-03	P-03	M-02
	2019-On	Taycan Turbo S	5121	750	6.83	P-03	P-03	M-02
	2020-On	Taycan 4S	4771	562	8.49	P-03	P-03	M-02
	2021-On	Taycan	4568	402	11.36	P-03	P-03	M-02
	2021-On	Taycan Cross Turismo 4	5029	469	10.72	P-03	P-03	M-02
	2021-On	Taycan Cross Turismo 4S	5033	562	8.96	P-03	P-03	M-02
	2021-On	Taycan Cross Turismo Turbo	5196	670	7.76	P-03	P-03	M-02
	2021-On	Taycan Cross Turismo Turbo S	5199	750	6.93	O-03	P-03	M-02

Specials

	2004-2005	Carrera GT	3043	605	5.03	--	--	M-03
	2014-2015	918 Spyder	3692	887	4.16	--	--	M-03

Appendix II: Protest Form

Event Region: _____

Event Date: _____

Vehicle Number(s) and Driver(s) being Protested:

Rule Section Basis: _____

Description of Protest (use additional sheet if required):

Protestor: _____
Name

Date: _____

Signature

\$100 Payment method: _____