

AUTOCROSS RULES

Revised 7/9/11

CVR's Autocross (AutoX) driving events will be an all forward motion, skill autocross with a rolling start and finish. Automobiles will be timed while driving a course laid-out on a paved area. Safety will be of paramount importance in the design and conduct of the event.

A-1.1. CATEGORIES/CLASSES

There are six categories of classes: Novice, Showroom Stock, Production, Improved, Modified, and Other. Categories are related to automobile configuration.

Novice (N): Beginner drivers in any Porsche. See A-1.1.1.

Showroom Stock (S): Porsches that have no changes from the original factory specifications.

Production (P): mainly stock Porsches that may have minor performance changing additions.

Improved (I): Porsches with more substantial modifications from stock.

Modified (M): Porsches with performance modification greater than those of the Improved class and race cars.

Other (O): All non-Porsche vehicles. See A-1.1.2.

A-1.1.1. NOVICE CLASS

The novice class is for Porsche drivers who are new to autocross. The aim of this class is to provide a more guided and less competitive area for these new drivers to learn autocross rules and basic driving. Drivers are allowed to stay in the Novice class for up to three events or they win the class, whichever comes first, before they progress to their normal car class.

A-1.1.2. OTHER CLASS

Other street legal and registered vehicles are allowed at CVR autocross events. These vehicles must pass inspection. Trucks, vans, SUVs, or pure built race cars will not be allowed to compete. It is at the organizers discretion to not allow any Other vehicle to compete. The Other class is intended to allow up to two pre-invited Friends and Family Members of an attending Porsche Club Members to try autocross in their other cars to entice them to acquire a Porsche. It was also created to allow Porsche Club Members to drive their Other car if their Porsche was off the road. It is not intended to become a multi-Marque car club.

A-1.2. CLASS CHART

Cars compete in classes of similar performance according to the following groupings. This is in alignment with Porsche Club of America Parade Competition Regulations and also PCA Zone1.

A-1.2.1. NOVICE

N1: Novice Drivers, All (for up to 3 events, or if they win Novice once before then).

A-1.2.2. SHOWROOM STOCK

S1: 968 (All), 911 Carrera 2 (964:1990-1994), Carrera 4 (964:1989-1994), RS America (1993-1994), Boxster (986:1997-2004), Cayenne (9PA:2003- On), Panamera (2010- On)

S2: 911 Carrera (993:1995-1998), Boxster S (986:2000-2004), Boxster (987:2005-On), Cayman (2006-On)

S3: 911 Carrera (996:1999-2004), 997 (2005-On), 911C2 Turbo (965: 1991-1994), Boxster S (987:2005-On), Cayman S (2006-On);
S4: 993 Turbo (All), 996 Turbo (Non-GT2), 997S except X51 (2005-2009), Boxster Spyder, Cayman R
S5: 997S X51 (2007-2009), 997S/GTS (2010-On), 996 GT2/GT3 (2002-2005), 997 GT2/GT3/GT3RS (2007-On), 997 Turbo (All), Carrera GT (980:2004-On)

A-1.2.3. PRODUCTION

P1: 356 (All), 912/912E (All), 914/4 (All), 924 (All), Cayenne (9PA:2003- On), Panamera (2010- On)
P2: 911 (1965-1969), 911 (1970-1977), 914/6 (All), 924S (all), 924 Turbo (931: All), 944 (All), 944S (All)
P3: 911SC (1978-1983), 911 Carrera 3.2 (1984-1989), 911 Speedster (1989); 944 Turbo (951: All), 928 (All)
P4: 911 Carrera 2 (964:1990-1994), Carrera 4 (964:1989-1994), RS America (1993-1994), 944S2 (All), 968 (All), Boxster (986:1997-2004)
P5: 911 Carrera, Carrera S, C4S (993: All), Boxster S (986:1997-2004), Boxster (987:2005-On), Cayman (2006-On)
P6: 911 Carrera (996:1999-2004), 997 (2005-On), 911C2 Turbo (965: 1991-1994), Boxster S (987S:2005-On), Cayman S (2006-On)
P7: 997S except X51 (2005-2009), 993 Turbo (All), Boxster Spyder, Cayman R
P8: 996 Turbo (Non-GT2), 997S X51 (2007-2009), 997S/GTS (2010-On), 996 GT2/GT3 (2002- 2005), 997 GT2/GT3/GT3RS (2005-On), 997 Turbo/Turbo S (All), Carrera GT (980:2004-On)

A-1.2.4. IMPROVED

I1: Improved Automobiles (All 4 Cylinder, up to 1999cc, 1800 pounds minimum; All 4 Cylinder, 2000cc up to 2699cc, 2500 pounds minimum; All 4 Cylinder, 2700cc and above and All 6 Cylinder, up to 2399cc, 2200 pounds minimum)
I2: Improved Automobiles (All 6 Cylinder and above, 2400cc up to 3199cc, 2150 pounds minimum; All 6 Cylinder and above, 3200cc and above; 2700 pounds minimum; All Turbo/Supercharged 4 Cylinder; 2150 pounds minimum; All Turbo/Supercharged 6 cylinder and above; 2500 pounds minimum)

A-1.2.5. MODIFIED

M1: Modified Automobiles (All 4 Cylinder, up to 1999cc; All 4 Cylinder, 2000cc up to 2699cc; All 4 Cylinder, 2700cc and above; All 6 Cylinder, up to 2399cc)
M2: Modified Automobiles (All 6 Cylinder and above, 2400cc up to 3199cc; All Turbo/Supercharged 4 Cylinder; All 6 Cylinder and above, 3200cc and above; All Turbo/Supercharged 6 cylinder and above)

A-1.3. CLASS PROGRESSION

Any modification to the vehicle may cause a change in class. The driver is responsible for determining vehicle class to the best of their ability based on allowances. See A-1.4.

A-1.4. ALLOWANCES

Allowances are divided up into five categories: Free, Showroom Stock, Production, Improved and Modified. **IF THE RULES DO NOT SPECIFICALLY PERMIT A MODIFICATION, IT IS NOT ALLOWED EXCEPT IN MODIFIED.**

Some modifications are "free," that is, allowed without effect on classification. If certain modifications specified in the text are performed on your automobile, you will be moved to the Production, Improved or Modified class where that modification is permitted. In Modified, the rules specify the minimum requirements necessary to compete.

A-1.4.1. ENGINE SWAPS

Only Porsche automobiles with Porsche-based engines and transmissions may enter the autocross (except for the "Other Class" at the discretion of the event chairperson).

A-1.4.2. UPDATE/BACKDATE MODIFICATIONS (Production/Improved)

Major assemblies, such as engines and transmissions, may be substituted if the parts are from the same series automobile. Some changes affect classification; others do not.

(a) Changes Within Model Range

Automobiles may be updated or backdated without effect on classification provided the specifications remain within the boundaries of the model range for the automobile. Model ranges are defined in the chart below.

MODEL RANGES

Series Models Year

356: 356 Super 90 & SC.....	All
Carrera-1500 & ..1600.....	All
Carrera-2000 GS.....	All
Any Other 356 Model.....	All
911: Any 911 Model.....	1965-68
Any 911 Model.....	1969-73
Any 911 Model.....	1974-77
911SC.....	1978-83
911 Carrera.....	1984-89
911 Carrera 2.....	1990-94
911 Carrera 4.....	1989-94
911 Carrera (993).....	1995-98
911 Carrera (996).....	1999-05
911 Carrera (996 GT3) ..	2003-05
911 Carrera (997) ..	2005-On
911 Carrera (997 GT3) ..	2006-On
912: 912.....	All
912E	All
914: 914/4.....	All
914/6.....	All
924: 924.....	1977-82
924S.....	1987-88
924 Turbo (931).....	All
928: 928.....	1978-86
928.....	1987-95
930: 930.....	1976-80
911 Turbo.....	1986-94
911 Turbo.....	1996-98
911 Turbo ..	2001-On
911 Turbo (996/997 GT2)	2002-On
944: 944.....	All
944S.....	All
944S2.....	1989-91

944 Turbo.....	All
968: 968.....	All
986: Boxster.....	1997-04
Boxster S ..	2000-04
Boxster (987) ...	2005-On
Boxster S (987) ..	2005-On
Cayman 2006-On	
Cayman S ..	2006-On
9PA: Cayenne ...	2004-On
Cayenne S ..	2003-On
Cayenne Turbo ..	2003-On
980: Carrera GT ..	All

(b) Changes Outside the Model Range

The degree of updating or backdating will, in most cases, affect the degree of class/category progression. Selective substitution, as opposed to complete substitution, may result in a category change. For instance, if only one or two major components (such as an engine and/or transmission) are substituted from outside the model range without completely updating or backdating the automobile, then the automobile may change categories. However, if an automobile should be completely updated or backdated, it would then be classed according to its new (substituted) model range. An example would be a 1972 911 engine installed in a 1967 chassis. Then to achieve a complete update, a 1972/1973 transmission and associated ring and pinion gear must also be installed plus the wheel base must be lengthened and the new weight must be in the 1972/1973 range. Items that do not affect performance need not be changed.

A-1.4.3. FREE MODIFICATIONS

Safety equipment is free in all classes except Showroom Stock, provided limits of any class category are met. Items considered free include harness bars, fire extinguishers, nonfactory seat belts, race seats, window nets, lexan glass, head rests, cut-off switches, tow hooks, seat back braces and required mounts for any of the above. In Showroom Stock, attachments points or mounts for any of these items may be left in the automobile, but the actual device will not be allowed to remain or be used if it could be considered to provide the driver or the automobile any performance advantage.

A-1.4.4. SHOWROOM STOCK MODIFICATIONS

Unless otherwise specified in these rules, no alterations or modifications are allowed to these automobiles. Only original equipment manufacturer (OEM) wheels as originally specified and OEM tire sizes as originally specified for each specific model year are permitted. All Showroom Stock class tires must have a tread wear rating of 140 or greater. Wear and tear items, excluding tires, must be comparable in construction and specifications to the originally supplied factory components. Adjustments are permitted provided no modifications and/or alterations are necessary to achieve the desired adjustment. Automobiles must run with their spare tire, jack, lug wrench, owner s manual(s), tools, etc. Owner s manual(s) will be used to help verify questionable equipment options and designated wheel/tire sizes.

No aftermarket equipment that might be reasonably perceived as performance affecting is permitted in these classes. Items included in this restriction include, but may not be limited to, aftermarket air filters, aftermarket exhaust systems, aerodynamic aids, computer chips, five/six point seatbelts, race seats, harness bars, roll bars, roll cages, etc.

A-1.4.5. PRODUCTION MODIFICATIONS

The Production category is for street automobiles altered beyond the Showroom Stock limits and older Porsches. The following adjustments, alterations or modifications are allowed in the Production class automobiles plus what was allowed in Showroom Stock. Automobiles may be updated to another model provided all of the automobile is brought up to that models specifications.

A-1.4.5.1. ENGINE

- (a) Air Cleaner: The air cleaner may be removed or replaced with another type.
- (b) Modified Ignition: Any modification is permitted, provided an original type distributor is used.
- (c) Modified Carburetors: Any automobile originally carbureted may have any carburetor, provided the throttle bore and venturi dimensions are not changed from original specifications. Jet sizes may be changed. 911 models with mechanical fuel injection or Solex carburetors may change to replacement carburetors that have throttle bores no larger than 40mm. 914 models may be converted to carburetors with throttle bores no larger than 40mm.
- (d) Fuel Injection: No substitution of performance affecting components for mechanical fuel injection is permitted. Any DME EPROM chip may be used except for those chips programmed to alter turbo boost. No modifications to the intake manifold are allowed.
- (e) Wet Sump Modifications: If an automobile has a wet sump lubrication system, the sump may be modified to ensure a constant source of engine lubrication at the oil pickup tube. If an automobile has a dry sump lubrication system, no modifications are permitted.
- (f) Modified Oil Cooler/Filter: The addition of any oil cooler and/or filter is permitted.
- (g) Substituted Roller Bearing Cranks: For 356-based or Carrera 4-based engines, any roller bearing crank may be used. Plain bearing cranks may be substituted for roller bearing cranks. Counterbalanced cranks are permitted.
- (h) Balanced Engine: Balancing of internal engine parts is permitted.
- (i) Camshafts: The stock camshaft must be used.
- (j) Exhaust Modifications: Alternate exhaust systems are permitted after the head(s) for automobiles with or without catalytic converters. Headers are permitted. A muffler is required. Air pumps may be removed.
- (k) Air Conditioning: Removal is permitted provided original automobile may have been delivered without it.
- (l) Overbore: Overbore is allowed up to 1.2MM(0.047).
- (m) Gasoline: Any grade of automotive gasoline available to the general public through normal retail service stations is permitted.
- (n) Clutch: Any model clutch is allowed. Rubber center clutch discs may be replaced with spring discs. The flywheel may be lightened.
- (o) Velocity Stack: Velocity stacks may be added or modified.
- (p) Compression Ratio: Engine compression ratio s may be increased up to .5 points from U.S. production specifications.
- (q) Fuel Pump: Fitting of an electric fuel pump is

permitted.

(r) Chain Tensioners/Guards: Any chain tensioner or guards are permitted.

(s) Battery: Any battery may be used. Those automobiles delivered with two batteries may remove one. Any change to the battery(s) must not place the automobile below minimum weight.

A-1.4.5.2. SUSPENSION

- (a) Limited Suspension Adjustments: Any adjustment of the standard suspension components is permitted, provided no machining is required for the adjustment. Factory components must be used for mounting of struts and shock absorbers to the body.
- (b) Alignment: Any adjustment may be made provided no other change is necessary to make the adjustment.
- (c) Coil Springs/Torsion Bars: Any coil spring may be replaced by any other coil spring. Any torsion bar may be replaced by any other torsion bar as long as they are of the same type and mount in the same manner without modification to the chassis or suspension components.
- (d) Shocks Absorbers: Any shock absorber may be used provide it has no more than a single adjustment.
- (e) Adjustable spring perches are allowed.
- (f) Sway Bars: Any anti-sway bar may be installed. Sway bar may not be adjustable from the cockpit.
- (g) Rear Camber Compensation (356 Only): Any rear camber compensating device may be used.
- (h) Bushings: Non-standard (non-elastic) suspension bushings may be used.
- (i) Shock Tower Brace: A front and/or rear shock tower brace may be used in any automobile provided that: (1) it can be quickly and easily removed, it must be a bolt-in component. Any number of attachment points may be used; (2) all attachment points are within three inches of a vertical plane passing through the top center of the shock absorber.
- (j) Spring Plates: Adjustable spring plates are permitted on any automobile not so equipped from the factory.
- (k) Tie Rod Ends: The use of 911 turbo tie rod ends is permitted.
- (l) Hydro-pneumatic Suspension: Removal of this suspension is not only allowed but is encouraged.
- (m) A-arms: 924/944/968 series may use aftermarket aarms provided suspension geometry is not altered.

A-1.4.5.3. BRAKE/WHEEL/TIRE

- (a) Tires: All tires must be Department of Transportation (DOT) approved. Any DOT listed tire may be used providing they have a visible tread, have DOT wear indicators and have visible tread across the entire tread surface. These may be R type tires. Tire aspect ratio and width is free but must fit under the stock fender wells. Tires must be marketed nationally and generally available to all competitors. The cord may not be visible before, during, or after runs. Recapped tires or re-grooved tires are not allowed. Competitors are responsible for policing the "rubbing tire" rule and protests must be made before timed runs.
- (b) Track Width: Modifications to track width are permitted provided no modifications to the

automobile, other than increasing the stud length, are performed. Increase may not be more than 1.0 over stock. Only 356 models with drum and very early disc brakes may use individual spacers for each wheel stud.

(c) Brakes: Pads, linings, and brake lines of any manufacture may be used. Any type of brake cooling may be used. Rotors may be drilled or slotted. Brake bias valve may be changed but cockpit adjustable valves are not permitted.

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

(e) Wheels: All wheels must be the same diameter as available from the factory for the model range of the automobile.

(f) Spare Tire: The supplied spare tire may be removed

A-1.4.5.4. CHASSIS/BODY/INTERIOR

(a) Limited Fender Modifications: Fenders (including wheel openings) may be modified provided the tire-wheel-spacer combination and ride-height setting used could be used without the fender modification (i.e., could be used on an unmodified automobile of the same model and year.) In the event of a protest, the entrant must be able to prove compliance with this rule.

(b) Interior Modifications: Any accessory, gauge, or indicator may be fitted if its purpose is to improve driver or passenger comfort or convenience and provided such items have no effect whatsoever on mechanical performance. Alternate seats may be used and floor mats may be removed provided the swap doesn't place the automobile below minimum weight. Any steering wheel is allowed.

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

(d) Spoilers: Any rear spoiler may be permitted provided the leading edge of the spoiler is attached to the automobile, the spoiler is no wider than the stock body width and the spoiler doesn't exceed 5 in height from the leading edge.

(e) Air Dams: Any front air dam is permitted provided it does not extend to less than 3 above the ground and not forward of the front bumper.

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

(g) Bumpers: Bumpers may be removed on any 356 series automobile.

(h) Weight: Automobile must meet minimum weight. Any ballast required must be securely attached within the passenger compartment.

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

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

A-1.4.5.5. TRANSMISSION

(a) Limited Slip: Only automobile models as could have been ordered from the factory with limited slip may use the same factory limited slip.

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

A-1.4.6. IMPROVED MODIFICATIONS

The improved category is for street vehicles with modifications beyond those allowed in the Production Category. The modifications are limited but much more liberal than those in the Showroom Stock or Production Categories. The following adjustments, alterations, or modifications are allowed in the Improved class automobiles plus what was allowed in the Showroom Stock and Production classes.

A-1.4.6.1. ENGINE

(a) Mufflers: Mufflers may be removed provided this is permitted by the event organizer and the local authorities/jurisdiction.

(b) Ignition: Any ignition system is allowed provided the same number of spark plugs is retained.

(c) Gasoline: Any gasoline is permitted.

(d) Engine Substitution: Any engine is permitted in any automobile provided it came from that same series automobile.

(e) Fuel Management: Automobiles may use any fuel management/induction system including chips or other means that alter turbo boost. Turbochargers or superchargers are permitted.

(f) Compression Ratio: Engine compression ratio may be increased up to 1.0 points.

(g) Clutch: Any clutch is permitted.

(h) Battery Location: The battery may be located anywhere within the automobile.

(i) Intake System: Any intake system may be used.

(j) Wet/Dry Sumps: Any change or addition is permitted.

A-1.4.6.2. SUSPENSION

(a) Shocks Absorbers: Multi-adjustable or remotely adjustable shock absorbers are permitted.

(b) Camber Plates: Camber plates are permitted. Machining of factory mounting points is permitted to allow greater suspension adjustment.

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

(d) Suspension Mounts: Any suspension mounts may be used.

A-1.4.6.3. WHEEL/BRAKE/TIRE

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

(b) Tires: Any DOT tire is permitted. The cord may not be visible before, during or after official timed runs.

(c) Track Width: Modifications to track width are permitted up to 2.0 over stock. Only 356 models with drum and very early disc brakes may use individual spacers for each wheel stud.

(d) Increased Rim Width: Rim width may be increased up to 2 over widest rim available from the factory (front and rear respectively; see Appendix V) for

that model range so long as the width does not extend beyond the fender.

(e) Wheels: Wheels may be any diameter.

A-1.4.6.4. CHASSIS/BODY/INTERIOR

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

(b) Spoilers: Any spoiler is permitted.

(c) Air Dams: Any front air dam is permitted.

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

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

(f) Fenders: Fenders may be altered to allow fitting of alternative wheels and tires.

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

(h) Weight: Automobiles must meet the minimum weight for its class as autocrossed, without the weight of the driver. Ballast may be added to meet the minimum weight. Ballast must be securely bolted or attached inside the vehicle. Scales will be available, if necessary.

A-1.4.6.5. TRANSMISSION

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

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

(c) Limited Slip: Any limited slip may be used.

A-2.4.7. MODIFIED MODIFICATIONS

The modified category includes all automobiles modified beyond the allowable limits specified in the Showroom Stock, Production and Improved categories as well as some Limited Production and tuner automobiles. These rules provide the minimum that is required for the automobile to compete in this category. Some items are specified that are not allowed in this category. Unless defined as a production vehicle with complete documentation proving so, all racing, rally and special non-production Porsche models shall be included in this category.

A-1.4.7.1. ENGINE

(a) Engine: A Porsche based engine is required.

(b) Displacement: The displacement may be increased to that of the maximum in the class.

(c) Fuel Management: Modifications to the fuel injection or carburetion system are free. The use of turbochargers or superchargers other than those used in production is permitted by class allowance. Modified boost pressure is permitted.

(d) Ignition: Any ignition system is permitted.

(e) Nitrogen Bearing Fuels: These types of fuels are not permitted.

A-1.4.7.2. SUSPENSION

(a) Machined Suspension: Any adjustment may be made and machining is allowed (such as machining to attain negative front camber on 356-series cars). Suspension points may be relocated.

(b) Multi-linked Suspension: This suspension type is permitted and is free.

A-1.4.7.3. WHEELS/BRAKE/TIRE

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

A-1.4.7.4. CHASSIS/BODY/INTERIOR

(a) Chassis: Original Porsche based chassis, unibody or tube frame chassis is permitted.

(b) Roll Cage: Any roll cage may be used. It may be used to connect suspension or any other component.

(c) Bodywork: Automobile bodywork must maintain recognizable external features of the Porsche model. All four tires shall not extend beyond the fender openings at the highest point of the tire, unless the Porsche model was originally an openwheeled design. Automobile bodywork must include a front and rear trunk or deck lid and doors.

A-1.4.7.5. TRANSMISSION

(a) Transmission: Any Porsche based transmission is required.

A-2. COURSE

The course will be designed with the safety of the spectators, workers, entrants and their cars in mind. The course used will be reviewed and approved by the CVR Safety Chairman.

A-3. FLAGS

A grid official will review all flags to be used during the event with each driver. Drivers must obey flag signals or risk being removed from the event and/or disqualification.

(a) Green

Go. The course is clear.

(b) Red

Emergency. Immediately stop safely.

A-4. DRIVERS SAFETY

A-4.1. AUTOMOBILES AND DRIVERS

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

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

(a) Roll Bars/Roll Cages. Roll bars (roll cage optional) are recommended on all open

automobiles running in the Improved and Modified classes. (See G-7.2. Safety Inspection for requirements and individual chassis/body/interior section for each category.)

(b) Shoulder Harnesses. Non-factory shoulder harnesses may be used in an open automobile only if the automobile is equipped with a roll bar or cage.

(c) Sunroofs. Sunroofs may be open.

(d) Removable Windshields. Bolt-on windshields may be removed.

(e) Eye Protection. Contestants must use face shields if driving an automobile without a full windshield in any class. (See G-7.2. (m) for requirements.)

(f) Removable Roof Panels/Convertible Tops. Any automobile may run with their top down. Removable roof panels must be removed or fully secured. Tilt-up style panels/sunroofs must be removed or fully closed.

(g) Windows. The driver s/passenger s window must be either fully up or fully down.

(h) Tires. Tires will receive a final safety check for compliance with G-7.2. (e) before runs begin (i.e. tread and condition; 30 psi minimum is recommended for street tires). Tires on a given automobile must have a speed rating that meets or exceeds the potential speed for that event. Tire clearance will also be checked. Tires on Showroom Stock or Production automobiles must not rub against any surface during the driving event runs. Slightly rubbing tires will be permitted in the Improved and Modified classes. However, disqualification of any automobile and its drivers may result from rubbing tires that appear hazardous in the opinion of inspectors during the final safety check or course officials during the driving event runs.

(i) Loose Objects. Loose objects inside the trunk or passenger compartment must be removed.

(j) Wheel Covers. Snap-on wheel covers must be removed from steel wheels. See G-7.2. (g) for further information.

(k) Clothing. Full-length pants, long sleeved shirts, socks and full shoes are recommended for all drivers. Bare feet, sandals and open-toed shoes are not permitted. Fire-resistant driving suits, gloves and driving shoes are recommended. Recommended fabrics are natural fiber (cotton, wool, silk) and PCA Club Racing approved fire resistant fabrics.

(l) Helmet. Each contestant must wear an approved helmet in good condition. Helmet must be SA1995 or newer.

(m) Gas Caps. The gas cap must be securely in place. A grid worker will check the gas cap before the automobile enters the course.

(n) Seat Belts. Factory seat belts must be used in Showroom Stock classes. Use of additional belts or substitute belts/harness is only allowed as per the category allowances. A grid worker will check to assure that such seatbelt is fastened immediately before each driver enters the course.

(o) Knowledge of Flags and Procedures. No drivers will be allowed to enter the course without knowledge of the flag signals and the correct procedures.

A-5. AUTOCROSS RUNS

Each driver will be allowed one run per heat. Multiple runs may not be made during the same heat.

A-5.1. RE-RUNS

Re-run(s) will be given to any driver who is flagged to a stop on course or stops to alert officials to a previously downed cone. Drivers should wait for three cars to run their re-run.

A-5.2. PENALTIES

All pylon penalties for each run will be recorded. If the driver observes a pylon(s) moved or upset by someone else, the driver should stop immediately, indicate the problem to a course worker, who will verify the problem and then proceed at a reduced speed to the grid for a rerun without penalty. Pylons count as a penalty if they are knocked over or standing outside the marked box. Pointer cones do not count as penalties. If a pylon is moved but settles in a standing position with any portion of it's base on or within the chalk outline (as viewed from directly above), then no penalty will be assessed. The penalty is two seconds per pylon.

A-6. COMPETITOR'S RULES

Compliance with the following rules is mandatory.

(a) Conduct/Driving. All drivers are expected to act in a courteous and safe manner during an event. Improper behavior or unsafe driving can cause disqualification from an event at the discretion of the event organizer.

(b) Driver s License and Age. Every driver must be at least 16 years of age and hold a valid driver s license. Any driver under 18 years of age needs to have a signed parental waiver and must be accompanied by an adult.

(c) Auto Safety (Tech) Inspection. All automobiles must successfully pass the safety inspection before running the event. This included having any loose objects removed from the vehicle.

(f) One Automobile Rule. An entrant may drive only one automobile in the driving event and that must be the one registered for the event by that entrant.

(g) Passengers. The only time there can be a passenger is when they are an official CVR instructor, or if the CVR Instructor takes a student in their car.

(i) Walking the course is permitted when approved by the organizers at specified times. Wheeled conveyances are prohibited except to accommodate physically impaired competitors.

(j) Leaving/Deviations From the Course. For a run to count for awards, the driver must stay in the driver s seat and the automobile must remain on the course after passing the Entrance and until passing the Exit . If all four wheels leave the course, the automobile will have left the course and will be a DNF (Did Not Finish) unless the automobile reenters the course at or before the point of exit at the time of exit. Failure to comply, whether voluntarily or for mechanical reasons, will result in a DNF. No points (or awards) will be given for a DNF run. A rerun will not be granted for a DNF. Pylons must be navigated in the correct order and without engaging reverse gear or an Off Course/DNF will result. Traversing unnatural directions or terrain after the start gate and before the timing light trigger (start line) to gain an unsportsmanlike advantage will result in a DNF at the discretion of the event chair.

(k) Stopping. Failure to make a complete stop in the proper area (where marked), if required, after a timed run will result in a DNF.

(m) Automobile Numbers. Assigned automobile numbers must be in place on both side of the vehicle before running the course.

(n) Flags. Competitors must know the flag signals prior to entering the course. Failure to obey flag signals could result in dangerous situations and/or disqualification.

(o) Mufflers. Un-muffled and loud vehicles will not be allowed to compete.

A-7. TIMING and SCORING

A-7.1. TIMING PROBLEMS

In the event a timer problem occurs, the competing automobile may be flagged off the course at the discretion of the events operational crew. The automobile should proceed at a reduced speed to the grid for a rerun without penalty. If automatic timing system malfunctions then a hand held stopwatch may be substituted by a practiced and unbiased operator. Results acquired by a hand triggered timing device shall be counted only to the tenth of a second, and any result within two tenths of a second will be ruled a tie.

A-7.2. SCORING

A-7.2.1. OFFICIAL TIME

The official time for a run will be the time measured by the automatic timer plus any penalties incurred. If the official time is audited, due to procedure or protest, then the official time, as originally recorded, may be changed.

A-7.2.2. EVENT SCORE

A competitor's score for the event will be the competitor's lowest official time from a minimum of three separate timed runs. Awards will be based on event scores.

A-7.2.3. TIED SCORES

Ties will not be broken. Equal awards will be given.

A-7.3. AWARDS

A-7.3.1. FASTEST TIME OF THE DAY (FTD)

An award will be given to the FTD driver with the lowest run time of the day. FTD may only be awarded to Porsches.

A-7.3.2. CLASS AWARDS

Up to three awards (first, second, and third) will be awarded per class. First place will always be awarded for every class. Second and third place awards will be given based on the number of drivers in the class. For classes with one or two drivers, first place will be awarded. For classes with three drivers, first and second place will be awarded. For classes with four or more drivers, the first three places will be awarded.

A-7.4. DRIVER POINTS CHAMPIONSHIP

A-7.4.1. ELIGIBLE CARS

Points will only be given to PCA members driving a Porsche. Any Porsche driver (and PCA member) may receive points, including

drivers in the Novice class. Drivers may use multiple Porsches during the season; they are not required to drive the same Porsche at all events.

A-7.4.2. POINTS SYSTEM

Points will be awarded as a percentage of the FTD (raw time). The FTD driver will receive 100 points. All other Porsche drivers will receive points based on the percent of time they were off from the FTD time. This is calculated by dividing the FTD time by the drivers best run time. So if the FTD time was 48.000 seconds and the drivers best run time was 50.000 seconds, their percentage off the FTD time would be 96 percent ($48/50 \times 100 = 96$). This driver would then be awarded 96 points.

After the first seven events, the driver's four highest point events (unless otherwise announced) will be added to determine final driver points. The maximum number of points a driver may get is 400 (FTD at four events).

A-7.4.3. DRIVERS CHAMPIONSHIP

Autocross drivers champion for the season will be determined by the driver with the maximum points. If there is a tie for the most points, the points from the driver's fifth best event will be added to the total and the driver with the higher points will win. The driver with the most points will be Autocross Overall Champion.

A-7.4.4. DRIVER RUNOFF

If there is a driver runoff at the end of the season. The top ten drivers, as determined from total points, will be included. Runoff rules will be determined and discussed at the event to ensure the fairest scoring. The best driver at the runoff will be Autocross Runoff Champion.

A-8. FINAL RULING

The event organizers will have the final ruling on any issue that is disputed. They will have the ability to add, remove, or modify any rule. The organizers can also disqualify any driver and have the ability to not let a driver run at any future event.