



Porsche Club

Victoria



STANDING COMPETITION RULES 2019

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Version 1.0

The 2019 Rules were drafted by the Competition Committee, with thanks to Tony Carolan, Peter Harrison, Michael O'Brien, Grant Stephenson, Andrew Bonwick, Simon Dunn, Will Darvall, Ian Geekie, Tom Gouloupoulos, Kees van Ek, Andrew Smith, Cameron Goodyear, Gordon Johnstone, Phil Treloar, Juris Briedis, and Mark Horton Andrews.

PREFACE

Membership in the Porsche Club of Victoria Incorporated ('PCV') highlights a person's individuality and competitive spirit. Drafting a set of guidelines to suit that individual competitiveness will always be difficult so your Committee has designed the rules in order to attain the fairest basis for all members.

For competition purposes Porsches are categorised into Standard, Modified, Cup and Open classes. While these Rules describe differences between these classes in detail, in summary they are:

- *Standard* classes are intended for road going vehicles that have minor modifications compared to factory specification;
- *Modified ('M')* classes include higher performance modern production vehicles and vehicles that have more significant but still limited modifications from factory specification or that have limited factory modifications for competition but that are all below a nominated power to weight level;
- *Cup Car Class* is for GT3 Cup Cars that are largely to original specification. Modified Cup Cars must run an Open Class.
- *Open* classes accommodate high performance vehicles and vehicles that have been more extensively modified.

Using our power to weight formula as a basis only, standard Porsches are divided into GT, A, B, C and D Classes (the "standard classes"). The Competition Committee wishes to stress the emphasis on "standard" factory specification vehicle. The basic concept of Club competition for standard class vehicles is that an owner may use his or her vehicle as day-to-day transport throughout the week and compete in Club motor sport at the weekend. These rules have been framed to provide competition for Standard vehicles whilst allowing limited modifications to improve handling and safety. As a general rule, these standard classes allow those options (or equivalents) that were available on the car as delivered from Porsche. It should be noted that factory options might produce power or weight changes sufficient to cause a vehicle to be placed in a different class to others of that model.

Cup Class has been introduced to cater for members who wish to compete in a genuine factory developed race car. Except as noted these vehicles are not to be altered from factory delivered specification.

Members wishing to modify their vehicles above these classes, while maintaining the ability to drive their vehicles on the road may do so and compete in M Class or Open Class.

In regard to the standard Porsche range being so diverse the Competition Committee has created classes that will allow all members a chance to succeed. Creating classes means dividing lines have to be drawn resulting in some vehicles being at the top of a class and other vehicles being at the bottom of a class. Also, the nature and extent of technology improvements to vehicles may result in vehicles being placed in a class despite that the power to weight ratio may otherwise mean it would be classified in a lower class.

From the 2019 season, taking into account technological advances, the application of the power to weight formula approach will be modified as follows. Where both manual and Porsche PDK versions of a model are available, the applicable Competition Class for both the manual and PDK will be decided based on the power to weight calculation applicable to the manual version¹.

The wording of these rules is not to be interpreted as PCV suggesting or condoning the removal, addition, alteration or modification of any part of a registered vehicle so that it may contravene any applicable Australian Design Rules, rendering the vehicle illegal or unroadworthy on our roadways.

¹ The reason is that the PDK version will likely be heavier, and therefore classified into a lower class, but potentially has a performance advantage over the manual version.

All competitors are required to make themselves familiar with the contents of these rules and should be aware of the CAMS National Competition Rules as found in the CAMS Handbook and the NCRs of the Australian Auto Sport Alliance (AASA), a copy of which can be obtained from PCV.

A Registration Form (refer Appendix 5) must be submitted by all competitors prior to the first competition event each year.

The Competition Committee sincerely hopes you enjoy the year's competition.

1. SPIRIT OF THE CLUB COMPETITION

In recognition of the sporting heritage of the marque and the numerous high-performance features that are incorporated as standard in Porsche production vehicles, club competition is intended to give Porsche owners the opportunity of using their normal road vehicles in competition exclusively with other similar Porsches. Fundamental to our club competition is the encouragement of:

- 1.1. Novice drivers and those with limited competition experience; and
- 1.2. Appropriate respect for other competitors and their vehicles.

2. INTERPRETATION

2.1. In these Rules the following definitions apply:

- 2.1.1. Competition Committee means the sub-Committee constituted by the General Committee with responsibility for all aspects of managing the PCV motorsport competition program.
- 2.1.2. Registration Form means the vehicle Registration Form set out at Appendix 5 to these Rules.
- 2.1.3. Registered Model means a vehicle accepted for Registration for Competition in accordance with these Rules.

2.2. In these Rules "standard" means in accordance in all respects (whether as to shape, size, material, manner of construction, composition capacity, weight, or otherwise) with the manufacturer's specification for Australian delivery for the model or item in respect of which that expression is used. (To be read in conjunction with 2.2 and 3.2, the latter of which refers to sections that define allowable modifications, for instance to suspension.)

Non-Australian delivered vehicles will be classed at the discretion of the Competition Committee.

Other than where expressly permitted, no removal or substitution of standard parts is allowed. Substitution or addition of parts may be allowed with the written permission of the Competition Committee.

2.3. The decision of the Competition Committee upon all matters of interpretation, application and enforcement of these Rules shall be final and binding upon all competitors. All competitors who have registered and/or entered for the Club Competition shall be deemed to have full knowledge of these Rules and to have accepted them in full.

3. ELIGIBILITY

3.1. Club Competition will be open only to financial members of PCV driving any of the Porsche models listed in Appendix 1 to these Rules or as otherwise specified.

Members may drive vehicles of another make, but these are not eligible for awards (refer to 11.1). Acceptance of such entries shall be at the discretion of the Competition Committee.

Vehicles using a Porsche engine in a non-original Porsche bodied vehicle &/or chassis or vehicles that have an original Porsche body and chassis but use a non-Porsche engine shall be deemed to be of “another make” and shall not be eligible for awards.

- 3.2. Competitors who enter the Club Competition must submit the Registration Form at the beginning of the competition year, or prior to their first event.
Points will not be awarded to Competitors who have not submitted this form prior to competing. Until competition registered any such vehicle will be excluded from its nominal class, will run in Other Class and accumulate no points. Refer Section 7.4.

Changes to the Other Class cannot be retrospective

- 3.3. Each vehicle must be registered with PCV as a specific model (including year of manufacture). To be eligible for the standard classes it must comply with the Manufacturers standard specification for such model except for any modifications permitted under Section 6 of these Rules.
- 3.4. If any vehicle competing in other than Open class differs from the standard specification of the model designated in its Registration Form, then such differences must be clearly identified in the Registration Form or have subsequently been notified in writing to the Competition Committee. The Competition Committee will verify eligibility in any class. Any differences may cause the vehicle to be reclassified.
- 3.5. SUV vehicles (Cayenne and Macan) cannot be entered in the Competition classes (or in competition track groups). This is because the handling and dynamics of the cars are very different from the other Porsche vehicles, creating difficulties for other competitors due to taking different lines in track cornering and requiring different braking points. SUV vehicles can be entered in Entrée class.
- 3.6. The Competition Committee reserves the right to require vehicles to be presented at times and places that it may specify for eligibility assessment. In certain circumstances a vehicle may be impounded for further testing.
- 3.7. Competitors are solely responsible for ensuring that a vehicle complies with its registration details and with these Rules.
- 3.8. Any questions concerning these Rules or vehicle eligibility must be referred in writing to the Competition Committee in sufficient time to permit a ruling well in advance of any meeting in which the vehicle is intended to compete.
- 3.9. The Competition Committee reserves the right to reject or revoke a registration application for reasons including: dissatisfaction with the information presented on the Registration Form, not being a financial member of the PCV or having outstanding amounts owing to the PCV.
- 3.10. The intention of the PCV Competition program is that members campaign a vehicle of a particular class over a year, unless specific prior approval to run in two classes is obtained as per Rule 11.4.1. Members competing in a class are not eligible to earn points for events where they drive in a vehicle in a different class. The class a member competes in for their first event in a year will be considered their class for that year. Requests to vary the class for a year must be made in writing, in advance, to the Competition Committee.

4. CLASSES

Vehicles are classed as set out in Appendix 1, which is based primarily on the vehicle's power and weight.

4.1. Standard Classes – A, B, C, D and GT:

The weight-to-power tables in Appendix 1 are based on the *manufacturer's stated DIN power and DIN weight*. The DIN weight includes all fluids at normal operating levels, a spare wheel and tyre, and manufacturer's tool kit and jack. In classing cars, the Competition Committee reserves the right to take into account other considerations such as technological advances and features in relation to certain models.

4.1.1. A margin of +5% on the power stated in Appendix 1 is allowed. Any such allowance will be treated as taking into account all relevant variables or tolerances (whether in the vehicle, the testing equipment, the climatic conditions or otherwise).

4.1.2. Vehicles are not permitted to increase power or decrease weight (other than by removing manufacturer's options) to move within a Standard class.

4.1.3. In Standard classes the chassis and engine number must be consistent with the nominated model year.

4.1.4. For cars from 1998, 50 – 60kgs has been added to the handbook weight to allow for the weight of a given model as delivered in Australia if that specification was different to that for Europe.

4.2. Modified Classes – M0, M1 and M2:

4.2.1. The *actual power and weight* of the vehicle as raced applies, including the weight of the driver. However, the Competition Committee reserve the right to take into account other considerations such as technological advances and features in relation to certain models.

4.2.2. A margin of +2% on the weight/power ratio stated in Appendix 1 is allowed. Any such allowance will be treated as taking into account all relevant variables or tolerances (whether in the vehicle, the driver (!) the measuring and testing equipment, the climatic conditions or otherwise).

4.3. Open Class:

Open Class is unrestricted.

4.4. Cup Class

Cup Cars may be entered either in Open Class or in Cup Class. If entered in Cup Class, all components must be Porsche Factory standard or optional fitment for that model/year.

4.5. Dyno Testing

In undertaking any Dyno test the Competition Committee will use the Club's Standard Guidelines for Dyno Testing – refer Appendix 3.

5. SAFETY EQUIPMENT

All drivers must comply with the following Safety requirements or any updates they may apply from time to time. Failure to comply shall mean automatic exclusion from an event. See also 11.3.3.

5.1. FRONTAL HEAD RESTRAINT DEVICES

The Competition Committee is reviewing the application of HANS or Simpson head and neck restraint systems (or equivalent) in Club Competition, and may make these systems mandatory in Open, Cup, M class competition in future Competition years.

The Club strongly recommends HANS devices are used only in conjunction with HANS compliant safety belts. The Club highlights that use of multi point harness without HANS

or Simpson head and neck restraint systems (or equivalent) may increase the risk of neck injury in some cases, which is the risk these devices are designed to mitigate.

The club strongly recommends that drivers of vehicles with safety harnesses and roll cages fitted consider the use of these devices.

5.2. HELMETS

- 5.2.1. Helmets must comply with those as listed in Schedule D of CAMS Manual of Motor Sport i.e. AS 1698.
- 5.2.2. Decoration of helmets is potentially dangerous. Members are warned of the hazard of using paint or decals. The use of helmets that have been damaged or involved in an accident is prohibited.

5.3. CLOTHING

- 5.3.1. Drivers competing in any Speed Event in Open, GT, M and Cup Classes are required to wear a driving suit homologated to FIA 1986 or FIA 8856-2000 or superior as well as socks, shoes and gloves with respect to the design parameters set out in the above standards.
- 5.3.2. In classes A, B, C & D non-flammable clothing from neck to ankle and neck to wrist must be worn as a minimum requirement but members in all classes are encouraged to wear safety clothing as detailed above.

5.4. FIRE EXTINGUISHERS

- 5.4.1. Must comply with AS 1841 (except AS1841.2).
- 5.4.2. Must be of at least 900-grams capacity, fully charged and must be accessible and securely fastened with steel brackets.
- 5.4.3. The Club's preferred mounting point for Fire extinguishers is at a low point in the cockpit of the vehicle (meaning the floor, seat mount or similar).
- 5.4.4. Fitment of an "On-Board" Extinguishing System specifically authorized by CAMS or the FIA shall be acceptable as an alternative to the fitment of a separate extinguisher.
- 5.4.5. In accordance with the CAMS Manual of Motor Sport Fire extinguishers shall show evidence of inspection by an approved scrutineer within the last 12 months.
- 5.4.6. Separate, portable fire extinguishers (that is other than "On-Board" fitted systems) must be replaced every 3 years.

Note: Fire extinguisher requirements may differ for Touring Road Events

5.5. SAFETY HARNESSSES

Safety harnesses shall comply with the requirements of Schedule I of the CAMS Manual of Motor Sport.

5.6. BATTERIES

All vehicles shall have, on the external coachwork, a blue triangle of sides 150mm, which indicate the position of the battery. Where an external ignition cut out device is fitted, this must use a blue triangle with a red lightning bolt and which indicates the position of that switch.

6. TECHNICAL RULES

6.1. VEHICLE REGISTRATION

A vehicle is considered "capable of being road registered" if it is road legal and would pass a roadworthy test in the configuration in which it is being entered for competition. If a

vehicle would pass a roadworthy test other than for it being Left Hand Drive, and/ or the presence of a full roll cage, it is considered capable of being road registered.

Standard Classes – A, B, C, D and GT

6.1.1. Vehicles must be road registered or be capable of being road registered.

Modified Classes:

6.1.2. Vehicles must be road registered or be capable of being road registered.

Open Class & Cup Class:

6.1.3. Other than Cup Cars, vehicles that are not capable of being road registered must be entered in Open class.

6.2. TYRES & WHEELS

TYRES:

Standard Classes – A, B, C, D and GT

6.2.1. Vehicles may use only road legal tyres.

6.2.2. Vehicles will NOT be permitted to use grooved slick or two-line style tyres e.g. Hoosier 302, Dunlop D78, Bridgestone 510, 508, 610, Falken RXO46B or similar.

Modified Classes:

6.2.3. Vehicles may use only road legal tyres.

6.2.4. Vehicles will NOT be permitted to use grooved slick or two-line style tyres e.g. Hoosier 302, Dunlop D78, Bridgestone 510, 508, 610, Falken RXO46B or similar.

6.2.5.

Open Class & Cup Class:

6.2.6. Vehicles may use any tyres, including suitable racing tyres subject to safety Rules

All Classes:

6.2.7. The tread wear indicators on the tyres shall be a definitive guide in respect of determining minimum permissible tread depth. At no time prior to the commencement of any official driver training, practice, timed runs or racing may any two or more tread wear indicators in the same circumferential groove be exposed. Likewise, in the event that the tread wear indicator is circumferential, two or more exposed points of such an indicator within a 90-degree rotation of the tyre shall deem it illegal.

Refer to Vic Roads Roadworthy Requirements: page 4 of VSI-26. Alteration to, or removal of, tread wear indicators is prohibited. Grooving of tyres is strictly prohibited.

6.2.8. For Motor/Autokhanas, irrespective of class, off road, snow, winter tread, or any other specialist tyres are excluded

WHEELS:

6.2.9. Wheels may be of any make.

Wheel *diameter* and width is unrestricted, subject to the wheel fitting safely in the wheel well with no changes to body panel work.

6.2.10. Wheel Nuts & Studs

(i) Vehicles with fixed wheel studs:

All wheel nuts must, when securely holding the wheel in position, regardless of the wheel thickness, fully cover the wheel studs to be at least flush or allow the stud to protrude through the length of the nut.

(ii) Vehicles fitted with wheel studs that screw into the hub:

These studs must have a minimum length, equal to their outside diameter, screwed into the hub when securely holding the wheel in position.

6.3. BODYWORK

Standard Classes – A, B, C, D and GT:

- 6.4.7. Anti-roll bars (sway bars) are unrestricted, (including through the body and adjustable types) provided they are of ferrous material only.
- 6.4.8. Subject to 6.4.5 944 & 968 vehicles are permitted to utilize coil-over shock absorbers however, the original torsion bar suspension must be retained.
- 6.4.9. Where coil springs are fitted as standard or as permitted in 6.4.8, adjustable spring platforms will be allowed.
- 6.4.10. Front and rear strut braces are permitted but must be from top of one strut tower to the other (or as near as practicable) and not otherwise cross braced or attached to the vehicle.

Modified Classes:

- 6.4.11. Unrestricted.

Cup Class:

- 6.4.12. Suspension must be of original Porsche factory fitment.

Open Class:

- 6.4.13. Unrestricted.

6.5. BRAKES

Standard Classes – A, B, C, D and GT:

- 6.5.1. Braking systems must be standard.
- 6.5.2. Vehicles fitted with braking systems that are not of Porsche manufacture or of the same design as that fitted on original equipment to the registered model may be reclassified into M1 or M2 class.
- 6.5.3. Rotors may be grooved, or slotted, but must otherwise be standard.
- 6.5.4. Brake pads are unrestricted.
- 6.5.5. Backing plates may be removed or bent.
- 6.5.6. 911SC is permitted to have Carrera 3.2 discs and callipers.
- 6.5.7. Early 964 C2 is permitted to use the 4 spot rear callipers from the 964 C4 and 1992/3 964 C2.
- 6.5.8. Steel rotors of the same diameter and thickness can replace ceramic rotors on later cars.

Modified Classes:

- 6.5.9. Unrestricted

Cup Class:

- 6.5.10. Brakes must be of original Porsche factory fitment.

Open Class:

- 6.5.11. Unrestricted

6.6. INTERIOR

Standard Classes – A, B, C, D and GT:

- 6.6.1. Interior must be standard including passenger seats with seat backs in place save that in the interests of safety, upon written application the Competition Committee may approve the removal of some trim and rear seat backs to permit the installation of roll over protection.
- 6.6.2. Replacement of driver's and front passengers' seat by a suitable racing type seat is permitted.
- 6.6.3. All other passenger seats must be standard.
- 6.6.4. Substitute steering wheels will be permitted.

Modified Classes:

- 6.6.5. Unrestricted, except vehicles must be fitted with a front passenger seat. To conform to club Rules, which mean that the vehicle is capable of being road registered, the front passenger seat must have a suitable seatbelt.

Open Class & Cup Class:

6.6.6. Unrestricted.

6.7. ENGINE

Standard Classes – A, B, C, D and GT:

- 6.7.1. The standard engine specification as supplied for the make and model concerned must be employed. Other than for safety and strength, mechanical modifications are forbidden. Engines and ancillaries must be to standard for the registered model as designated in the Registration Form. Engine rev limits may not be altered from factory settings.
- 6.7.2. 924 models may fit a Weber big bore throttle body, or equivalent as approved by the Competition Committee.
- 6.7.3. Drive belts of engine driven pumps (e.g. air conditioning pumps) may be disconnected. Air filter elements may be removed or replaced but filter boxes must be standard.
- 6.7.4. In order to determine the power output of an engine, a chassis dyno test may be performed according to the guidelines in Appendix 3.
- 6.7.5. All vehicles have standard Porsche Factory delivered Engine Management System capable of being read by an Official Porsche Centre.

Modified Classes:

- 6.7.6. Engine unrestricted subject to weight/power limits.

Cup Class:

- 6.7.7. Engine must be as original Porsche factory fitment.

Open Class:

- 6.7.8. Engine unrestricted subject to weight/power limits.

6.8. TURBOCHARGERS

Standard Classes – A, B, C, D and GT:

- 6.8.1. Turbochargers must be standard specification as fitted the registered model. Turbo boost must at no time exceed standard factory specifications for the registered model. Devices providing variable boost adjustment will not be permitted, except where fitted as standard on the registered model.

Modified Classes:

- 6.8.2. Unrestricted.

Open Class:

- 6.8.3. Unrestricted.

6.9. EXHAUST

All Classes:

- 6.9.1. Any car that fails the noise test imposed at any circuit will have results for that session cancelled.
- 6.9.2. For all events held on public roads, all vehicles must comply with EPA Rules.

Standard Classes – A, B, C, D and GT:

- 6.9.3. All vehicles must have a factory standard layout with the same minimum diameter. Catalytic converters may not be removed or bypassed, but may be replaced by a different design, but this must be declared on the Registration Form. The exhaust must comply with current EPA Rules and be roadworthy as defined by Vic Roads.
- 6.9.4. "SSI" type exhaust systems are deemed to comply with the substance and intent of Rule 6.9.3 for 911 vehicles manufactured from 1963 to 1989.

Modified Classes:

- 6.9.5. Unrestricted, subject to weight/power limits.

Open Class & Cup Class:

- 6.9.6. Unrestricted.

6.10. TRANSAXLE: TRANSMISSION AND FINAL DRIVE

Standard Classes – A, B, C, D and GT:

- 6.10.1. The original gearbox and standard ratios and final drive for the registered model must be retained. Modifications are forbidden other than for safety and strength.
- 6.10.2. Limited Slip differentials may be fitted provided they are of the original Porsche type/design, but this must be disclosed on the registration form.
- 6.10.3. The use of aftermarket ‘short-shift mechanisms’ are legal for cars fitted with 915 transmissions, including systems that are self-centring (e.g. Wevo) to help reduce the risk of miss shifts.

Modified Classes:

- 6.10.4. Unrestricted.

Cup Class:

- 6.10.5. Transaxle must be as original Porsche factory fitment.

Open Class:

- 6.10.6. Unrestricted.

6.11. WEIGHT LIMITS

Standard Classes – A, B, C, D and GT:

- 6.11.1. All vehicles must comply with the minimum weight limits specified in Appendix I in these Rules. The petrol shall be full, the spare wheel in place, and the original tool kit and jack in place. However, it is recommended that the spare wheel and tools be removed during competition for safety, accordingly, an allowance of 19 kg will be made to the specified weight limits to account for the removal of these items.
- 6.11.2. Appendix 1 also shows a dry weight column. Dry weight is calculated as weight (in Appendix 1 tables); less the 19 kg (spare tyre + tool kit) allowance less the normal fuel weight.
- 6.11.3. Dry weight is to facilitate weighing of vehicles in as-raced condition at a Circuit weighbridge. If a vehicle tests as weighing below dry weight then it is deemed to have failed the weight limit, and penalties apply as per 9.3.9.
- 6.11.4. If a vehicle fails the dry weight test, the process outlined in 9.3 may be used with the testing facility only weighing the car and comparing to the weight column in Appendix 1.

Modified Classes:

- 6.11.5. Weight/Power limit applies; however, the applicable weight will be as raced, which includes driver and all apparel.
- 6.11.6. The as raced weight, as defined in 6.11.5, is the weight to be listed on the Registration Form.
- 6.11.7. If a vehicle, in an as raced configuration, is found to weigh less than the weight as listed on the Registration Form, then it is deemed to have failed the power to weight limit, and penalties as per 9.3.8 apply. In such case, the only form of protest is via a section 9.3 process dyno and weigh procedure, including Parc Fermé of the affected vehicle.

Open Class & Cup Class:

- 6.11.8. Unrestricted.

6.12. FUEL

Standard Classes – A, B, C, D and GT:

- 6.12.1. Vehicles may only use Unleaded 95 or 98 Octane fuels of a type which is widely available through major fuel outlets. No specialist fuels or fuel additives are allowed. The only exception is that the 100-octane ethanol blend known as Shell

V-Power Racing or ethanol blends of similar specification as approved by the Competition Committee. (Note V-Power Racing is not recommended by Porsche.)

Modified Classes:

6.12.2. Fuel must comply with Schedule 6-Fuel, of the CAMS Manual of Motor Sport.

Open Class & Cup Class:

6.12.3. Fuel must comply with Schedule 6-Fuel, of the CAMS Manual of Motor Sport.

6.13. TIMING

All competitors shall be required to purchase or hire a Dorian transponder to facilitate timing of performance in all sprint events or other events as advised by the Competition Committee.

7. TROPHIES – AWARDS

To provide for the widest range of interest in competition for a very diverse range of members and their vehicles, the Club provides for the following trophies to be awarded during the year.

7.1. Annual Competition Trophies

Porsche Club Championship

Outright Award

Class Championship – Winner, Second & Third of each in Open, Cup, M, GT, A, B, C and D class

Rookie of the Year (at discretion of the Competition Committee)

Additional awards – refer Appendix 4

7.2. Event Awards

7.2.1. Scoring will be based on each competitor's performance against a Benchmark time, in classes. The Competition Committee will set a Benchmark time for each track for each class for each event. Benchmark times, and points, will not be set for *Other* class. The Benchmark will be set at the start of the competition year for each track and class and will not be modified as a result of any new track records that are established during that year/season.

The Sprint Benchmark will be the lap record for that Class for that track, or where records do not exist a calculated time. If a record is 5 seasons old, then for the 6th season the benchmark will decrease by 0.5% per year until a competitor scores 95 points or better, when the decrement will cease.

7.2.2. The Competition Committee may raise a benchmark back to the old record if that is in the interests of the Club's Competition.

Note that:

- The number of competitors in a class has no effect on the points scored.
- Multiple competitors could score the same number of points for the event.
- Each 1% improvement is worth progressively more the closer to, and in advance of, the Benchmark time, reflecting the increased difficulty of better times compared to the record
- More than 100 points may be scored for a new lap record, depending on its relationship to the applicable Benchmark.

The Competition Committee acknowledges the work developing this method by the Porsche Club New South Wales.

Sprint Events – Track and Hill Climb

- 7.2.3. Competitors equalling the Benchmark time at that event will score 100 points, competitors equalling more than 150% of the Benchmark (or slower) will score 0 points. The actual points will be calculated by the formula:
Points = $565.68 \times (1.5 - P)^{2.5}$.
where P = actual time/Benchmark time
Points are calculated to 3 decimal places.
- 7.2.4. The Benchmark time will generally be the class record for that track but may be adjusted for equity purposes, for instance to account for recently established or amended classes. The Competition Committee may also adjust the Benchmark after an event to allow for unusual circumstances such as wet conditions. That adjustment must be made within 7 days of the completion of the event and will be notified to competitors via the PCV website.
- 7.2.5. If an event is affected by weather to an unusual extent and Benchmark adjustments are not able to be made appropriately, the Competition Committee may revert to Non-Sprint scoring for that event as described below.
- 7.2.6. Outright Points will be determined using the fastest track record for all classes at that track.

Non-Sprint Events – Regularity and Autokhana

- 7.2.7. Competitors in each competition class (i.e. excluding “Other” and “Entrée” class competitors) will be sorted into a single rank order beginning from first place in class, using the scoring system for that event taking full account of penalties and bonus systems in that event. Participants in grouped Classes (i.e. GT, Cup and Modified) are ranked across the Group, without regard to the Benchmark sub-classes.

The first driver in each class will get 100 points. The next driver in each Class will get 98 points, and so, decrementing by 2 points per place on to the last driver in the whole field. Drivers with equal scores in the same Class get equal points. All DNF drivers get equal last place in their respective Class(es).

Outright trophy points are calculated similarly, except than rank order is absolute, rather than by each class, and the decrement is one point per place, not two.

7.3. End of year Trophies

- 7.3.1. Trophies for individual competition events will not be presented. All Members who place at one or more events throughout the year will receive an End of year Trophy inscribed with their event placings for the year.

7.4. Scoring for Annual Trophies

- 7.4.1. One droppable event. The individual competitor’s point score shall be the total of accumulated points in the eligible events less the worst or non-attendance result for an event during the year.
- 7.4.2. Competitors must accumulate a total of 500 points (except Cup Class in which a minimum of 450 points will apply), before dropped events, to qualify for end of year Class first, second or third places.
- 7.4.3. Non-Sprint events will not form part of the Cup Car Class competition. Consequently, Cup Car Class competitors are unlikely to win the Club Championship award. Points earned in those events will however count toward Club Championship award.

- 7.4.4. If a competitor is excluded or disqualified from an event by an official, he/she will not be eligible for any points in that event. In this case, this event does not count as a “dropped” event.
- 7.4.5. Competitors scoring equal total points at the end of the year will share the placing for that trophy. Event placings, in non-grouped classes, where the points are equal, will be separated by their time to three decimal places.

8. CHAMPIONSHIPS

Championship points are calculated in accordance with 7.4.

8.1. Porsche Club Championship

- 8.1.1. The Porsche Club Championship is to recognise the best vehicle & driver combination in relation to overall participation, performance and skill. It is clearly intended that this award is for the most consistent driver overall across a range of performance and skill related driving events in the same vehicle or replacement as defined in Sections 11.6 & 11.7.
- 8.1.2. The Porsche Club Championship Trophy will be awarded to the competitor who accumulates the highest number of class points, other than points earned in Open Class.

8.2. Class Championship

These awards will be based on the points accumulated during the year in each class. Awards will be given for Open, Cup, M, GT, A, B, C and D classes.

8.3. Outright Award

A trophy will be awarded to the competitor who accumulated (in the same vehicle or replacement as defined in Section 11.6 & 11.7) the greatest number of points based on outright placings in all speed events.

8.4. Rookie of the Year

- 8.4.1. The Rookie of the Year award is determined by a majority vote of the Competition Committee or proxy where a Committee Member is absent at the time of vote.
- 8.4.2. The award is intended to recognize achievement in competition or improved competition performance amongst newer members of the Club.
- 8.4.3. The criteria for the judging shall take into account the following factors and shall be made to a member who:
 - (i) has commenced regular PCV competition for the first time in the two years preceding the Annual General Meeting of the Competition Year;
 - (ii) has shown exceptional performance or improved performance in the PCV driving and skill related events.
- 8.4.4. The award shall not be made to:
 - (i) the same member in two consecutive years;
 - (ii) a current member of the Competition Sub Committee (but may be made to a current member of the General Committee).

The award is made at the discretion of the Competition Committee and need not necessarily be made each year.

9. DISPUTES AND ENFORCEMENT

- 9.1. Protests in relation to points during the event must be lodged in writing with the Clerk of Course, with a fee of \$50 within 2 hours of the occurrence happening. Protests against the results of an event are to be submitted in writing by competitors to the Competition Director

within 72 hours of the publication of the results of an event and will be referred to the Competition Committee.

- 9.2.** From time to time the Competition Committee may appoint members of the Competition Committee to act as a sub-Committee known as the Registration Compliance Group. The Registration Compliance Group will not comprise any member whose vehicle is subject to review for compliance with these Rules, or who also competes in a Class with that vehicle.
- 9.3.** Any vehicle found to contravene these Rules or that does not comply with the Registration Form as provided will be assessed for penalty and class assignment by the Registration Compliance Group of the Competition Committee. A minor infringement *found at Scrutiny*, such as a car having slick tyres or no passenger seat, may be dealt with at the discretion of the Stewards by moving the vehicle to another class for the day, with no further penalty. This waiver does not apply once timed runs have commenced.
- 9.4.** Dyno testing:
- 9.4.1. At any time before, during or after any competition event, one or more vehicles may be selected for testing on a chassis dyno in accordance with Appendix 3 and/or weighed. Such selection will be at the discretion of the Competition Committee.
- 9.4.2. The vehicles selected will be immediately taken to a Parc Fermé location.
- 9.4.3. In M Class, the driver will be weighed at the Parc Fermé.
- 9.4.4. At the discretion of the Clerk of Course vehicles can be taken from Parc Fermé for subsequent track runs. The vehicle must be returned to Parc Fermé after such track time. The vehicle cannot be refuelled, except from 98 RON fuel supplied by the Clerk of Course or delegate for that purpose.
- 9.4.5. After the meeting the vehicle will be transferred to the point of testing, either by truck or trailer or convoy where it will be impounded until tested.
- The vehicles are to be tested with the tyres used during the event or when selected. No work or other action to or on the vehicles is permitted until the completion of testing. Contravention of this will result in immediate disqualification without further notice.
- 9.4.6. If any vehicle is found to be illegal in the class in which it competed, the cost of the examination and/or dyno testing and transport to the point of testing will be borne by the owner/entrant.
- 9.4.7. If any vehicle is found to be illegal in the class in which it competed, it will be moved to an appropriate class by the Competition Committee. Alteration to that decision is at the discretion of the Competition Committee as per rule 3.6.
- 9.4.8. In the unlikely event of damage being sustained during such testing, the owner/entrant will be solely responsible for any rectification costs.
- 9.4.9. Any vehicle whose power tests above or weighs less than that allowed by these Rules for the registered model may be liable for a penalty imposed by the Competition Committee. This penalty will include at a minimum forfeiture of points from at least two events, including the event at which the vehicle was selected.
- 9.5.** A competitor found guilty of an offence has the right to appeal to the Competition Committee (via the Competition Director) against any decision by the Registration Compliance Group. This appeal must be submitted within 8 hours of the decision being handed down. The fee for the protest is \$100 non-refundable.

10. EVENTS

The following types of events are to be considered eligible for championship points status during a Club competition year. This is to be subject to reviewing each year and publication at the commencement of each competition year. Recognition for achievement against stated objectives will be measured in accordance with scoring rules.

10.1. Speed Events (Sprints, Hill climbs)

10.1.1. Objective:

To recognize individual performance in the achievement of the fastest timed run or runs for the nominated events as specified in the event calendar for the year. All competing vehicles will be scrutineered prior to each event for safety and may also be assessed for eligibility.

10.1.2. Definition:

Typically, these events may include Calder, Winton, Phillip Island, Sandown, Broadford, Haunted Hills Hill Climb, National Meeting speed events and any other designated speed event. These are to be run under the CAMS permit (or other such acceptable permits) and rules in force from time to time.

10.1.3. Scoring:

Speed events will be judged on the basis of a competitor's 'fastest time or times' for the meeting as determined by the Competition Committee.

The class winner and placegetters will be the three fastest competitors in each class with first place going to the fastest, second and third to the respective next times in ascending order.

Penalties may be applied by the Clerk of Course for not following the nominated racing surface, in multiples of 5 sec. Examples include cutting off elements of the course, impacting cones or bollards etc. The penalty would be applied in the lap affected by the offence.

The number of runs attempted is at the discretion of the individual, but no additional runs will be allowed for runs missed and no entrant may have more than the designated number of runs for the day as determined by the Competition Committee. Re-runs where appropriate are to be at the discretion of the Clerk of Course.

10.2. Motorkhanas/Autocross

10.2.1. Objective:

To recognise consistency and skill in handling a vehicle. The object of the competition is for each driver to complete the specified tests in the prescribed manner in the shortest time without incurring penalties.

All competing vehicles will be scrutineered prior to each event for safety and may also be assessed for eligibility.

10.2.2. Definition:

Motorkhana is defined as "a meeting including only events designed to test the acceleration, braking and general manoeuvrability of the automobiles and the skill and judgement of the driver. Motorkhanas may be conducted on a sealed or unsealed surface, and shall not be, or include a speed event. The term 'Motorkhana' includes the term "Autokhana" and "Gymkhana".

To be run and scored in accordance with the PCV Motorkhana Rules as determined by the Competition Committee from time to time. Notwithstanding the foregoing, in the absence of a relevant rule then the CAMS National Motorkhana Code shall be referred to. The relevant PCV rules are as follows:

- (i) Before each event the course may be demonstrated once, such demonstration shall not be undertaken by a competitor.
- (ii) Each event shall generally consist of two runs at the same prescribed course. In the event of inclement weather or unstable surface, then at the discretion of the event director, the course may be re-laid.
- (iii) In the event of a failure in the timing equipment the competitor will be allowed a rerun.
- (iv) The Clerk of Course has the discretion to allow re-runs if it is considered that the driver has been unduly hindered (e.g. child or dog on course).
- (v) At the completion of a run the competing vehicle must stop in the finish garage before moving off.
- (vi) Tyres: Refer Section 6.2.
- (vii) Penalties:
 - Plus 5 seconds**
 - a. Knocking a marker or permanently displacing a marker from its original position
 - b. Where the vehicle stops, but any part of it is outside the required boundaries such as the finishing garage or a point on the course requiring a stop
 - Wrong Direction Penalty**
 - c. Incorrect method including breaching the intent of the course (eg hitting multiple markers to achieve a faster time)
 - d. Failing to stop completely at the finish of a test or stop at a nominated stopping point (which may be markers or a garage)
 - e. Failure to Start or complete a test
 - f. Running out of order without prior approval of the Clerk of Course
 - g. For a Wrong Direction Penalty, the competitor will be awarded the slowest time for the course plus 5 seconds.
 - h. For the purpose of awarding penalties according to paragraph g above, the “Slowest Time” for a course will be the slowest time excluding penalties recorded by a competitor who completed the course correctly on that day.
- (viii) Motorkhana Courses
 - Courses may be notified in advance of the day of competition at the discretion of the Competition Committee.
- (ix) Scoring
 - a. Times taken (including penalties) will be accumulated to provide a total time for the day.
 - b. The outright winner and place getters will be the three competitors with the minimum total time for the entire meeting. First place going to the lowest, second and third to the next lowest total times.
 - c. Class winners and place getters are determined as above within each class.
 - d. For applicable class championship points see Section 7.
- (x) Motorkhana Run Order
 - Competitors should attempt to keep to the run order as instructed at the drivers briefing on the day of the event.

10.3. Economy Run

The objective is to recognize skill in achieving fuel economy in driving. The event will be run according to the PCV published rules for the Economy Run. Class and outright placing will be determined based on minimum quantity of fuel used in the event, plus penalties.

10.4. Other

The Club may introduce motoring events of a competitive nature from time to time where a specific objective can be defined, the event can be fairly and objectively judged and comply with the Club objectives and relevant CAMS Rules in force at the time.

11. GENERAL RULES

11.1. Participants

11.1.1. All entrants in Club sporting competition must, on the day, be current financial members of the PCV or members of invited Clubs.

11.1.2. To be eligible for championship points and trophies, an entrant must drive a Porsche at the event. Members only enjoy a “grace and favour” facility to drive other makes in Club events should they elect but do not qualify for or affect any placing or points for others driving a Porsche. Acceptance of such entries shall be solely at the discretion of the Competition Committee. Runs do not qualify for official placing or points.

11.1.3. If a member enters a different vehicle in an event during the year the points gained in the event will not be allotted to the different driver/vehicle combination unless as provided under Section 11.6 & 11.7.

11.2. Participants less than 18 years old.

11.2.1. The club will accept entries from current financial members who are 16 or more years old on the day of competition (Junior member).

11.2.2. The Junior member must present to the Competition Committee in writing:

11.2.2.1. Approval of both parents of the applicant, noting item 11.2.4.

11.2.2.2. Evidence of satisfactory completion of a recognised High-Performance Driving Course.

11.2.2.3. The name of a Sponsor, who is a financial member of the Club with significant competition experience

11.2.2.4. An undertaking from the sponsor that they will tutor the Junior driver in the etiquette and rules of the PCV Competition, accompany the Junior member on all club days until the Junior member gets racing clearance from a Clerk of Course, and perform the role of experienced driver in all Entree class sessions with the Junior member.

11.2.3. The Junior member, if accepted, must enrol in Entree Class for their first event. The Sponsor must be the mentor for that event.

11.2.4. For the first 12 calendar months of competition, the Junior member can only drive a standard class vehicle, i.e. Classes A – D.

11.2.5. The Club recognises that under the CAMS passenger in car guidelines, a parent and child are not allowed to be in the same car. The parents must agree to this condition, that is, a parent cannot instruct a junior member in-car.

11.3. Licences

11.3.1 To be eligible to compete in Club Competition events run under CAMS rules that member must hold a current CAMS Level 2S Licence equivalent or superior.

- 11.3.2 The member must have either substantiated to the Competition Committee an acceptable level of track experience or have completed an acceptable advanced/performance driving course.
- 11.3.3 For the first three entries of a new member in a speed event the member must display a "P" plate.

11.4. Multiple Entries

- 11.4.1. The Competition Committee may allow a member to register two vehicles for competition points during a year.
 - 11.4.1.1. The vehicles must be in different classes.
 - 11.4.1.2. If both vehicles are entered to an event, then two entry fees are payable, but the driver must arrange their day so that the same number of sessions is expected to be driven as if there was only one entry.
 - 11.4.1.3. The minimum points provisions in 7.4.2 apply to each vehicle, separately.
- 11.4.2. No competitor can drive more than one vehicle in an event without the approval of the Competition Committee. This approval will not be given for motorkhanas.
- 11.4.3. Only one Porsche, nominated prior to the event will qualify for championship points, unless prior permission for multiple class entries has been given for that year by the Competition Committee.
- 11.4.4. No more than two drivers may nominate in any one vehicle. Only one driver is permitted in Economy Runs.
- 11.4.5. A vehicle will only be permitted to be entered in one class i.e. the class in which it is registered.

11.5. Multiple Starts

At the discretion of the Clerk of Course, multiple starts may be included in sprint meetings and if included will be conducted under CAMS regulation.

11.6. Replacement Vehicles

If a member nominates another vehicle during the year, in place of one they have been running in the Championship, the Competition Committee may in exceptional circumstances, and on receipt of written application, approve the use of the replacement vehicle for the remainder of the year, provided it is in the same class that the previous vehicle was competing. Points gained for the previous vehicle may then be carried forward to the new vehicle. Points cannot be transferred if this new vehicle is in a different class from that of the original vehicle.

11.7. Substitute Vehicle

- 11.7.1. With good cause and on written application to the Competition Committee, as early as practicable prior to the commencement of an event the Competition Committee may in exceptional circumstances allow a member to drive a substitute vehicle, for that event, provided it is in the same class and of similar performance to the vehicle for which he/she has applied for substitution thereof and may accrue points to their credit.
- 11.7.2. Only two (2) such substitutions per competition year will be permitted.
- 11.7.3. Approval may be given on a race day, for an entrant to drive a substitute vehicle entered by another competitor, subject to the substitute vehicle being entered for the event in the same class, the driver and the owner of the car having executed paperwork satisfactory to the Clerk of Course to meet the requirements of the Permitting Organisation (CAMS or AASA) and with the approval of the Clerk of Course. The Clerk of Course must be satisfied that the entrant has a legitimate 'Did

Not Start' reason for not driving the entered vehicle. There is no appeal against the decision of the Clerk or Course in this matter.

11.7.4. No substitute vehicle will be allowed for an economy run.

11.8. Transfer of Accrued Championship Points

Where a vehicle/driver is re-classified during a given competition year, then the points accrued to that driver in the various Club Championships shall not be transferred, subject to the discretion of the Competition Committee.

11.9. Exclusion

The Clerk of Course or Stewards may exclude from further competition any driver whom:

- i. after leaving the circuit, re-joins the track at a speed or in a manner considered dangerous to themselves, any other competitor or any official
- ii. disobeys the direction of an official or abuses an official.
- iii. exceeds a speed of 10kph in the marshalling area
- iv. for multiple vehicle events, drives in a manner considered to be dangerous to other competitors, or in such a way that a faster vehicle is prevented from passing
- v. exceeds the noise level as determined by the event organiser.

As per Section 7.4.2 if a competitor is excluded or disqualified from an event he/she will not be eligible for any points for that event. In this case, this event does not count as a "dropped" event.

Penalties under 11.9 are applied without prejudice to any other penalties that may be imposed.

11.10. Scrutiny

Scrutiny will be conducted at the venue prior to the event.

11.10.1. Any alteration to vehicles after scrutiny must be reported immediately to the Clerk of Course, other than change of tyres.

11.10.2. Vehicles damaged during the event must be returned to Scrutiny for inspection prior to continuing. Vehicles considered unsafe or unsuitable will be precluded from competition.

11.10.3. Prompt arrival, registration and presentation to the scrutiny queue are essential for the efficient running of the event. Drivers who present to the scrutiny queue with insufficient time for scrutiny before the notified start of the drivers briefing may be excluded from the event until convenient for the scrutineers to examine the vehicle.

Notwithstanding the following power/weight classifications the Competition Committee at its discretion reserves the right to make final decisions on the classification of vehicles within classes.

From the 2019 season, considering technological advances, the application of the power to weight formula approach will be modified as follows. Where both manual and Porsche PDK versions of a model are available, the applicable Competition Class for both the manual and PDK will be decided based on the power to weight calculation applicable to the manual version².

From the 2019 season it is intended that the list of vehicles below will be updated during the year as required to include any vehicles presented for registration for Competition for the first time which were not previously listed, subject to approval by the Competition Committee. The amended list will be published separately but will be taken to form part of these Rules.

OPEN CLASS

OPEN Class includes modified cars with weight to power ratios of 4.19 and lower. It also includes:

- i. all vehicles that cannot be road registered
- ii. any car specifically built for competition;
- iii. all cars running on non-legal road tyres.

CUP CLASS

Cup Class includes all GT3 Cup Car variants. Some modifications are allowed as per rules. If a Cup Car is modified beyond the permitted changes then it will be classified as an Open Class car.

Benchmark times will be set to create the fair competition between the different Cup Class variants.

MODIFIED CLASS There will only be a single M Class championship with different benchmark times for each sub-category set to create the fair competition between the different categories.

M0 Category

M0 Class includes modified cars with a weight to power ratio between 4.20 and 5.25

M1 Category

M1 Class includes modified cars with a weight to power ratio between 5.25 and 6.35

M2 Category

M2 Class includes modified cars with a weight to power ratio of 6.36 and greater.

M2 Class includes any Porsche up to 3.4 litre air-cooled for pre-964 cars, 3.6 litre air-cooled 964 and 993 cars, and up to 2.5 litre turbocharged cars, modified beyond what is legal for Standard classes, no lower than 6.36 kg/kW and excluding supercharged cars.

STANDARD CLASSES - GT, A, B, C, and D

GT CLASS

There will only be a single GT Class championship with different benchmark times for each category set to create the fair competition between the different categories.

GT1 Category - 3.71 TO 4.11

MODEL	YEAR	CAPACITY	CURB WEIGHT	DRY WEIGHT	POWER	RATIO
997 GT3 RS 4.0	11	4.0	1435		368	3.90
996 GT2	01+	3.6	1339		340	3.94
911 3.0 RSR	73	3.0	920		232	3.97
911 2.8 RSR	73	2.8	900		221	4.07
991 Turbo S	14	3.8	1680		412	4.08
996 GT2 Touring	96+	3.8	1290		316	4.08
991 GT3 3.8	13	3.8	1430		350	4.09

² The reason is that the PDK version will likely be heavier, and therefore classified into a lower class, but potentially has a performance advantage over the manual version.

GT2 Category - 4.12 TO 4.84

MODEL	YEAR	CAPACITY	CURB WEIGHT	DRY WEIGHT	POWER	RATIO
997 GT3 RS 3.8	2010	3.8	1370		331	4.14
997 GT3 3.8	2010	3.8	1395		320	4.36
991 Turbo	14	3.8	1670		383	4.36
959	88+	2.9	1450		331	4.38
991 Carrera GTS	14	3.8	1425		316	4.51
997 Turbo 3.6	06	3.6	1585		353	4.49
997 GT3 RS 3.6	07	3.6	1375		305	4.51
997 GT3 3.6	07	3.6	1395		305	4.57
964 Turbo 'S' Lt Wt	93	3.3	1290		280	4.61

GT3 Category - 4.85 TO 5.49

MODEL	YEAR	CAPACITY	CURB WEIGHT	DRY WEIGHT	POWER	RATIO
996 GT3 RS	04	3.6	1360		280	4.85
996 GT3 Mk2	04+	3.6	1380		280	4.92
996 Turbo 3.6	01+	3.6	1540		309	4.98
991 S	12+	3.8	1470	1395	294	5.00
993 Turbo	95+	3.6	1500		300	5.01
996 GT3 Mk1 99 - 03	03	3.6	1350		265	5.09
997 Carrera S 3.8	06+	3.8	1495		283	5.28
911 Turbo Performance Kit	82-89	3.3	1300		243	5.35
Cayman GTS	14	3.4	1345		250	5.38
Boxster GTS	14	3.4	1345		250	5.38
996 Coupe 3.6 40th Anniv	04	3.6	1370		254	5.39
997 S 3.8	5-Jun	3.8	1425		261	5.46
993 3.8 RS	94	3.8	1210		221	5.47
993 3.8 RS CS	95+	3.8	1220		220	5.55
930 Turbo 3.6	93	3.6	1470		265	5.55
930 Turbo Performance Kit	91-92	3.3	1470		261	5.63
Carrera RS	74	3	960		169	5.68
Carrera 2 Cup 3.6	90-91	3.6	1120		195	5.74

A Class, from 2018 will have two benchmarks.**A1 - 5.50 TO 6.09**

Class A includes 993

MODEL	YEAR	CAPACITY	CURB WEIGHT	DRY WEIGHT	POWER	RATIO
Cayman R	11	3.4	1338	1263	243	5.51
Cayman S	12	3.4	1320		239	5.52
Boxster Spyder	10+	3.4	1310	1251	235	5.57
991	12+	3.4	1455	1380	257	5.66
Cayman S	09+	3.4	1385	1320	239	5.83
997 Carrera	08+	3.6	1485	1413	254	5.85
930 Turbo	78-84	3.3	1300	1214	221	5.88
996 Coupe	01+	3.6	1385	1313	235	5.89
930 Turbo	85+	3.3	1335	1249	221	6.04
997 Carrera	05-07	3.6	1455	1383	239	6.09

A2 – 6.15 TO 6.70

MODEL	YEAR	CAPACITY	CURB WEIGHT	DRY WEIGHT	POWER	RATIO
996 Coupe	98-01	3.4	1360	1288	221	6.15
924 Carrera GTS	80	2.0	1120	1049	180	6.22
911 2.7 RS Light Weight	73	2.7	960	878	154	6.23
987 Boxster S	06+	3.4	1355	1285	217	6.24
930 Turbo	91-92	3.3	1470	1384	235	6.25
930 Turbo	75-77	3.0	1195	1109	191	6.26
928 S4	88-89	5.0	1480	1394	235	6.30
928 GTS	92-95	5.4	1620	1534	257	6.30
Boxster S	12	3.4	1320		206	6.41
987 Cayman S	05+	3.4	1400	1330	218	6.42
928 GT	90	5.0	1580	1494	243	6.50
993 Carrera	96-97	3.6	1370	1293	210	6.52
993 Carrera S	97	3.6	1400	1323	210	6.66
987 Boxster S	05	3.2	1375	1305	206	6.67
993 Carrera	95	3.6	1370	1293	200	6.85
928 S	84	4.7	1500	1414	228	6.58
928 S	85-86	4.7	1530	1444	228	6.71
928 S4 5 Speed	87-89	5.0	1580	1494	235	6.72
928 S	80-83	4.7	1485	1399	221	6.72

B CLASS 6.82 TO 7.51

MODEL	YEAR	CAPACITY	WEIGHT	DRY WEIGHT	POWER	RATIO
		Litres	Kgs	Kgs	Kw	Kgs/ Kw
911 3.2 Carrera	84-85	3.2	1160	1074	170	6.82
Cayman	09+	2.9	1385	1310	202	6.86
911 2.7 RS Touring	73	2.7	1075	?	154	6.98
911 2.7 Carrera	74-75	2.7	1075	?	154	6.98
986 Boxster S 3.2	02-04	3.2	1370	1300	191	7.17
986 Boxster S 3.2	99 - 01	3.2	1335	1265	185	7.22
944 Turbo 2.5	90	2.5	1350	1268	184	7.34
964 C2 3.6	89-93	3.6	1350	1271	184	7.34
911 3.2 Carrera 2 Turbo look	84-85	3.2	1260	1174	170	7.41
968 CS 3.0	91+	3.0	1320	1243	176	7.5

C CLASS 7.52 TO 8.39 AND ALL 911 SC MODELS

NOTE: Beginning the 2011 season, 911 SCs of 1980 and prior years have been reclassified to D Class. Owners of those early model 911 SCs who may have tuned those vehicles to 150 kW to match the later model 911 SCs are being given the option of either remaining in C Class or moving back to D Class. If they move back to D Class, they must re-tune their engines to the manufacturer's original specifications as per this Appendix 1. Early 911 SCs remaining in C Class can be left tuned to 150kW. In all cases the complete power curve, not just the maximum power figure, must match the manufacturer's relevant power curve, so that no additional benefit is derived.

MODEL	YEAR	CAPACITY	WEIGHT	DRY WEIGHT	POWER	RATIO
		Litres	Kgs	Kgs	Kw	Kgs/ Kw
911 3.2 Carrera	86-89	3.2	1210	1124	160	7.56
987 Cayman 2.7	06+	2.7	1360	1290	180	7.56
911 3.0 Carrera	76-77	3.0	1120	1038	147	7.62
924 Carrera GT	81	2.0	1180	1109	154	7.66
911 2.4S	71-73	2.4	1075	?	140	7.68
911 SC	81-83	3.0	1160	1078	150	7.73
911 2.2S	69-70	2.2	1020	?	132	7.73
987 Boxster 2.7	05+	2.7	1365	1295	176	7.76
968	91+	3.0	1370	1293	176	7.78
911 3.2 Carrera Turbo look	86+	3.2	1260	1174	160	7.88
986 Boxster 2.7	02-04	2.7	1325	1255	168	7.89
944 Turbo	85-89	2.5	1280	1198	162	7.9
911 2.0S	69	2.0	995	?	125	7.96
911 3.2 Carrera	86	3.2	1210	1124	152	7.96
986 Boxster 2.7	00 - 01	2.7	1310	1240	162	8.09
928	78-82	4.5	1450	1364	176	8.18
911 2.7S	74-75	2.7	1075	?	129	8.33

D CLASS 8.40 AND OVER

NOTE: Beginning the 2011 season, 911 SCs of 1980 and prior years have been reclassified to D Class. Owners of those earlier model 911 SCs who may have tuned those vehicles to 150 kW to match the later model 911 SCs are being given the option of either remaining in C Class or moving back to D Class. If they move back to D Class, they must re-tune their engines to the manufacturer's original specifications as per this Appendix 1. Early 911 SCs remaining in C Class can be left tuned to 150kW. In all cases the complete power curve, not just the maximum power figure, must match the manufacturer's relevant power curve, so that no additional benefit is derived.

Early 911 SCs entered in D Class must adhere to the D Class maximum wheel widths specified in section 6.2.7.

MODEL	YEAR	CAPACITY	WEIGHT	DRY WEIGHT	POWER	RATIO
		Litres	Kgs	Kgs	Kw	Kgs/ Kw
911 SC	80	3.0	1160	1078	138	8.41
944 S2	89	3.0	1310	1228	155	8.45
986 Boxster	96-99	2.5	1290	1220	150	8.6
944 S2	90-91	3.0	1340	1258	155	8.65
911 2.0S	67-68	2.0	1030	?	118	8.72
911 SC	78-79	3.0	1160	1078	132	8.78
911 2.4E	71-73	2.4	1075	?	121	8.88
911 2.4E	69-71	2.2	1020	?	114	8.93
924 Turbo	81-83	2.0	1180	1109	130	9.1
944 S	86-88	2.5	1280	1198	140	9.14
911 2.7	76	2.7	1120	?	121	9.2
924 Turbo	79-80	2.0	1180	1109	125	9.44
911 2.7	74-75	2.7	1075	?	110	9.77
944	82-85	2.5	1180	1098	120	9.83
911 2.0E	69	2.0	1020	?	103	9.9
944	85-86	2.5	1210	1128	120	10.08
944	87	2.5	1240	1158	120	10.33
924 S	88	2.5	1240	1169	118	10.51
944	89	2.7	1290	1208	121	10.66
944	88	2.5	1260	1178	118	10.68
924 S	86	2.5	1240	1169	110	10.82
911 T	72-73	2.4	1050	?	96	10.94
924 S	87	2.5	1210	1139	110	11
944 (WC)	85-86	2.5	1210	1128	110	11
944	86-88	2.5	1210	1128	110	11
911 2.2T	70-71	2.2	1020	?	92	11.09
911 & 911L	64-68	2.0	1080	?	96	11.25
944 (WC)	87	2.5	1240	1158	110	11.27
914/6	70-72	2.0	940	?	81	11.6
924	76-78	2.0	1080	1009	92	11.73
924	79-85	2.0	1130	1059	92	12.28
911 2.0T	67-69	2.0	1020	?	81	12.6
914/4	73-74	2.0	950	?	74	12.83
914/4	75	2.0	965	?	74	13
914/4	73-74	1.8	950	?	63	15
912	64-68	1.6	995	?	66	15.08
914/4	69-72	1.7	900	?	59	15.25

356 CLASS

All PCV members and 356 registered members may enter a 356 in any Club event and may be awarded trophies for the day, but no points will be awarded for championship awards.

SCRUTINEERING REQUIREMENTS

As a PCV competitor you are required:

- a) To present your vehicle for scrutineering within the allocated time period.
Note: Failure to present the vehicle within the time period allocated for scrutiny, in a ready-to-race condition, may result in exclusion until convenient for the scrutineers to examine the vehicle, or the first session, whichever is longer.
- b) To present your vehicle to the scrutineer in a roadworthy condition and ready to compete.

With the following standard of equipment:

- c) Appropriate crash helmet (Refer Section 5 **Safety Equipment**)
- d) Australian Standard approved fire extinguisher - minimum capacity 900 grams, firmly mounted with a metal bracket (Refer Section 5 **Safety Equipment**).
- e) Seatbelt or harness in good condition (minimum 3 point) (Refer Section 5 **Safety Equipment**).
- f) All Open, Cup, M and GT cars must have 2 independent fastening systems which simultaneously hold the bonnet closed.
- g) Battery (or batteries) held down securely and appropriate signage in accordance with Section 5 **Safety Equipment**.
- h) Tyres in good condition, of suitable speed rating for the vehicle, legal tread depth as defined by PCV Standing Competition Rules. Open Class vehicles fitted with internal roll bars may only use suitable racing tyres.
- i) Front wheel bearings in good condition and correctly adjusted.
- j) All wheel nuts correctly tightened.
- k) Throttle return adequate and not sticky.
- l) No loose items inside vehicle or boot(s).
- m) Operating **STOPLIGHTS**.
- n) Tow hooks in place, front AND rear position.
- o) Dorian transponder fitted and operational
- p) If required, a rear facing "P" Plate as per 11.3.

Note vehicles running in Entrée class are not required to have the fire extinguisher (d), signage requirements (g) or a Dorian (o). Vehicles in Entrée class may only have one Tow hook in place, front or rear position.

TO ASSIST THOSE RUNNING THE EVENT AND YOUR FELLOW MEMBERS WHO MAY WISH TO SPEAK TO YOU, PLEASE WEAR YOUR NAME TAG.

STANDARD GUIDELINES FOR DYNO AND WEIGHT TESTING

1. The Competition Committee will nominate a Dynamometer Test Facility for the Competition year. Competitors may use that Facility to check the performance of their vehicle.
2. The Competition Committee will ensure that the Facility is as independent as possible and experienced in the testing of the vehicles used by members in Club competition.
3. The Club will attempt to obtain the most cost-effective use of that machine for club members and the testing to be performed during the year for the purposes of clause 9.
4. The result (power and weight) obtained from that facility can be used by a member in communication with the Competition Committee about eligibility of a vehicle. Prior or subsequent results from that Facility do not replace or overrule results obtained by that Facility in an eligibility test run under clause 9.
5. Protest. A protest against the results of a test will only be heard if the vehicle has not been removed from the impound condition at the facility, and the protest has been lodged in writing with the Competition Secretary within 72 hours and is accompanied by the \$100 non-refundable fee. The protest is to the Competition Committee via the Competition Director.

Dynamometer Testing for Power

6. The Facility will use its standard procedures for the testing of Porsche vehicles, including operation by experienced nominated personnel.
7. The Facility will bring cars to the standard condition for the machine, including placement of fans and temperature probes and tyre pressures. Fuel will be added for classes A, B C, D and GT to fill the tank, invoiced to the owner.
8. The operator will record all key measures, inputs and adjustments to the vehicle and dynamometer on a running sheet.
9. The Facility will provide a copy of the Power Chart (DIN Kw) and the running sheet to the owner and retain a copy of the running sheet.

Testing for Weight

10. The Facility will use 4-wheel weighing equipment.
11. The equipment must have been calibrated within 12 months of use.
12. The weight and calibration date will be recorded on the running sheet. This will be the as weighed result, before adjustments for spare wheels, jacks etc.
13. The weight will be recorded after the fuel tank has been filled for a class A, B, C, D or GT vehicle.
14. The weight for M1 and M2 will include the actual weight of the driver as measured at the Parc Fermé.

OCCASIONAL EVENTS AND AWARDS

At the discretion of the Competition Committee, from time to time, additional events may be conducted, or awards presented. It will not necessarily be every year.

The following are examples.

1. Club Member of the Year Award

- 1.1. The Club Member Trophy is a subjective award determined by a majority vote of the Competition Committee or proxy where a Committee member is absent at the time of the vote.
- 1.2. The award is judged on the most conspicuous contribution by a member to the general activities and benefits of the membership of the Club over the entire activities year and is based on all or any combination of the following factors:
 - (i) Attendance at Club events throughout the year (social and sporting)
 - (ii) Assistance or contribution to the running of Club events or affairs
 - (iii) Exceptional contribution to the Club over and above the normally expected duties of a member
 - (iv) Demonstrable “Club Spirit”
 - (v) Other identifiable activities as the General Committee may deem appropriate.
 - (vi) Exclusions: The award cannot be given to:
 - a. a current General Committee member in the year of the award
 - b. the same member two consecutive years
 - c. a non-financial member or member of less than twelve months standing at the time of AGM.

2. Concours d’ Elegance/ Show and Shine Event

- 2.1. The objective is to recognise effort and skill in preservation and/or restoration of a Porsche to original specifications for that particular model.
- 2.2. A Concours event may attract championship and class points.
- 2.3. Scoring would be in classes with Class and Outright placings to be awarded according to PCV Concours judging rules.
- 2.4. The rules would be published following announcement of the event.



Porsche Club

Victoria



Registration Form 2019

I confirm that the vehicle details given below are true and correct (You must return all pages).

I have read the Standing Competition Rules, and note Rules 3 and 9 and I accept and agree to be bound by these Rules.

Signed: _____ Date: _____

Scan & email to administrator@pcv.com.au.

COMMITTEE USE ONLY			
Received	Date	Entered in Database	
Reviewed by	Name	Date	Class

ENTRANT DETAILS			
NAME		Membership No	
Address			
Home telephone	Business Telephone	Fax	
e-mail address		CAMS Licence No	
		CAMS Expiry Date	
DRIVER DETAILS (if different from Entrant)			
NAME		Membership No	
Address			
Home telephone	Business Telephone	Fax	
e-mail address	CAMS Licence No	CAMS Expiry Date	
VEHICLE DETAILS			
Year	Model	Body	Registration
Capacity	Colour	Log Book No	Class
Chassis No		Engine No	
B.H.P./kW		Weight * (see below)	
Dorian number		Manual /Automatic	
Seat Belt and Hans Device.			
Does the vehicle have a 4 point or more harness fitted?	Yes / No	Do you intend to use a HANS or Simpson device?	Yes / No
DECLARATION			
Is the vehicle TOTALLY to the original specifications?			Yes / No
If "No". For what model was the chassis originally produced?			

- * Please note Vehicle Power and weight **MUST** be declared for the form to be valid.
- * Note: the weight, for M0, M1 and M2 cars **ONLY**, is as driven including the weight of the driver.

This table MUST be completed for all vehicles except those in OPEN class.

DECLARATION (continued)		
Is your vehicle road or club registered?	Yes / No	If "No" explain reason why not
Is Bodywork Different from Standard?	Yes / No	If "Yes" explain details
Is the Suspension Different from Standard?	Yes / No	If "Yes" explain details
Is the Braking System Different from Standard?	Yes / No	If "Yes" explain details
Is the Engine Different from Standard?	Yes / No	If "Yes" explain details
Is the EMS Standard?	Yes / No	If "Yes" explain details
Limited Slip Diff fitted?	Yes / No	If "Yes" explain details
Is the Transaxle Different from Standard?	Yes / No	
Are there any other non-standard items?	Yes / No	If "Yes" explain details
Any additional information or factory options fitted to the vehicle.		