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# Porsche Club

V i c t o r i a



## STANDING COMPETITION RULES

### 2012

The 2012 Rules were drafted by the Competition Committee, with thanks to Peter Harrison, Peter Witt, Grant Stephenson, Juris Breidis, Robin Humphries, Matt Stoupas, Aaron Ireland, Graham Lachlan, Barry Swan, Rick Moscati, Stewart Lachlan and Will Darvall, and seconde Ian Jenkins.

## PREFACE

Membership in the Porsche Club of Victoria Inc. 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 and Open classes. While the rest of the rules that follow describe the differences between these classes in detail, they can be summarised as follows:

- *Standard* classes are intended for road going vehicles that have minor modifications compared to factory specification;
- *Modified* 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;
- *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 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.

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 M1, M2, or Open Class.

In regard to the standard Porsche range being so diverse the 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 notwithstanding that the power to weight ratio may otherwise mean it would be classified in a lower class.

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 un-roadworthy on our roadways.

Enclosed with these rules are the PCV Standing Competition Regulations, which will apply for all competition events (except as modified by further supplementary regulations). All competitors are required to make themselves familiar with the contents of the regulations and should be aware of the CAMS NCR rules as found in the CAMS Handbook and the National Competition Rules of the Australian Auto Sport Alliance (AASA), a copy of which can be obtained from the Club.

**A vehicle Registration Form must be submitted by all competitors prior to the first competition event each year.**

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

## PORSCHE CLUB OF VICTORIA INC.

### 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 Regulations “standard” shall mean in accordance in all respects (whether as to shape, size, material, manner of construction, composition capacity, weight, or otherwise) with the manufacturers 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.

2.2. The decision of the Competition Committee of the Porsche Club of Victoria Inc. upon all matters of interpretation, application and enforcement of these Regulations 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 Regulations and to have accepted the same in full.

### 3. ELIGIBILITY

3.1. Club Competition will be open only to financial members of the Porsche Club of Victoria Inc. driving any of the Porsche models listed in Appendix 1 to these Regulations 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 Vehicle Registration Form (Appendix 5) 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.** Any such vehicle will run in Other Class for the day, will accumulate no points and will be excluded from any count of competition class entrant numbers for the purposes of calculating numbers of class points available. Refer Section 7.4.

Changes to the Other Class cannot be retrospective

Each vehicle must be registered with the Porsche Club of Victoria Inc. as a specific model (including year of manufacture). To be eligible for the standard classes GT, A, B, C and D it must comply with the Manufacturers standard specification for such model except for any modifications permitted under Section 6 of these Rules.

- 3.3. 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.
- 3.4. 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.
- 3.5. Competitors are solely responsible for ensuring that a vehicle complies with its registration details and with these regulations.
- 3.6. Any questions concerning these regulations 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.
- 3.7. 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.

#### 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 – 60 kgs has been added to the handbook weight to allow for the weight of a given model as delivered in Australia.
- ##### 4.2. Modified Classes – M1 and M2:

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.

4.2.1. 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. 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. DRAFT Hans Restraint Devices**

**5.1.1. The Competition Committee is reviewing the application of HANS head restraint systems in Club Competition, and may make these systems mandatory in Open, M1 and M2 competition from the start of the 2013 Calendar.**

**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 Classes Open, GT, M1 & M2 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 gram capacity, fully charged and must be accessible and securely fastened with steel brackets.

- 5.4.3. 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.
- 5.4.4. 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.
- 5.4.5. 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 HARNESES**

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, which indicates the position of that switch.

# **6. TECHNICAL REGULATIONS**

## **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, then it is considered to have passed this test.

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 – M1 and M2:

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

Open Class:

6.1.3. 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 i.e. Hoosier 302, Dunlop D78, Bridgestone 510, 508, 610, Falken RXO46B or similar.

Modified Classes – M1 and M2:

6.2.3. Vehicles may use only road legal tyres.

Open Class:

- 6.2.4. Open Class vehicles may use any tyres, including suitable racing tyres subject to safety regulations

All Classes:

- 6.2.5. 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.**

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

WHEELS:

- 6.2.7. Wheels may be of any make.

Wheel *diameter* is unrestricted.

Maximum permitted wheel *widths* \*(subject to new model release) will be:

FRONT ENGINE VEHICLES:

MM1 Class	9" front and 11" rear
M2 Class	9" front and 11" rear
GT Class	9" front and 11" rear
A Class	8" front and 9½" rear
B Class	8" front and 9½" rear
C Class	8" front and 9½" rear
D Class	8" front and 9" rear

REAR ENGINE VEHICLES:

MM1 Class	9" front and 11" rear
M2 Class	9" front and 11" rear
GT Class	9" front and 11" rear
A Class	8" front and 10" rear
B Class	7½" front and 9" rear
C Class	7½" front and 9" rear
D Class	7" front and 8" rear

\*Note: The new model release statement is to allow for the possibility that a newly released model may be fitted as standard with wheels outside the widths specified above. Only that new model will be allowed to run those standard wheel widths.

- 6.2.8. Wheel Nuts & Studs

(i) Vehicles with fixed wheel studs:



- 6.4.3. The original suspension pickup points for the registered model must be retained; however the material used in all suspension bushes is unrestricted. The profile, shape and dimensions of the original bush must be retained.
- 6.4.4. Adjustment of suspension geometry within the scope of the standard design is permitted however no modifications to the original geometry of the suspension are permitted.
- 6.4.5. Shock absorbers may be substituted provided they use the original unmodified mounting points.
- 6.4.6. Springs and torsion bars are unrestricted however the standard design, material, and mounting points must be retained. The standard spring configuration must be retained and additional springs or torsion bars are prohibited.
- 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 – M1 and M2:

- 6.4.11. Unrestricted.

Open Class:

- 6.4.12. 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 be substituted for ceramic on later cars.

Modified Classes – M1 and M2:

- 6.5.9. Unrestricted

Open Class:

6.5.10. 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 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 – M1 and M2:

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

Open 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 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.

Modified Classes – M1 and M2:

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

Open Class:

- 6.7.6. 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 – M1 and M2::

- 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 Regulations.

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 regulations 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 – M1 and M2::

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

Open 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.

Modified Classes – M1 and M2::

- 6.10.2. Unrestricted.

Open Class:

- 6.10.3. 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 Regulations. 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 9.3.8.
- 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 – M1 and M2::

- 6.11.5. Weight/Power limit applies, however weight will be as raced including driver and apparel. The inclusion of the driver is a trial in the 2012 calendar, and accordingly the weight/power ratio ranges have been adjusted to account for a 75kg driver for a typical 1400 kg car, thus minimising any need for competitors to adjust their vehicle weights.
- 6.11.6. The dry weight is the weight listed on the registration form. The net weight in M1 and M2 includes the driver for 2012.
- 6.11.7. If a vehicle weighs less than the weight as listed on the form, then it is deemed to have failed the power to weight limit, and penalties as per 9.3.8 apply.
- 6.11.8. If a M1 or M2 vehicle fails the net weight test, 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:

- 6.11.9. 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 – M1 and M2::

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

Open 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 Committee.

## **7. TROPHIES – AWARDS**

In order 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 class

Ladies Championship

Rookie of the Year (at discretion of the Committee)

Additional awards – refer Appendix 4

### **7.2. Event Awards**

7.2.1. Each Club Competition events as designated on the Club activities calendar and duly nominated for Club Championship status will attract a placing for *each competition class*\* as follows:

6 or more entrants	1 <sup>st</sup> , 2 <sup>nd</sup> and 3 <sup>rd</sup> place
4 and 5 entrants	1 <sup>st</sup> and 2 <sup>nd</sup> place
2 and 3 entrants	1 <sup>st</sup> place
1 entrant	No award

\*Note: Cars running in NCF Class are excluded from any entrant count. Refer section 3.2.

7.2.2. In addition, *outright placings* for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> for each event will be recognised and incorporated in the relevant class trophy for the competitor. Where an outright place getter would not otherwise receive a class trophy, the outright placings will be incorporated in a separate trophy for the competitor.

7.2.3. Non-championship events may attract “unofficial” trophies at the discretion of the Committee upon application by the organiser prior to the event.

### **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. 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 circuit sprint events and the worst or non-attendance result for other events. Hill climbs are classified as "other" events for this purpose.
- 7.4.2. 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.
- 7.4.3. Points for placings in each event will be awarded per the following chart:

PLACE IN CLASS	POINTS	PLACE IN CLASS	POINTS	PLACE IN CLASS	POINTS
1 <sup>st</sup>	25	7 <sup>th</sup>	9	13 <sup>th</sup>	3
2 <sup>nd</sup>	20	8 <sup>th</sup>	8	14 <sup>th</sup>	2
3 <sup>rd</sup>	16	9 <sup>th</sup>	7	15 <sup>th</sup>	1
4 <sup>th</sup>	13	10 <sup>th</sup>	6		
5 <sup>th</sup>	11	11 <sup>th</sup>	5		
6 <sup>th</sup>	10	12 <sup>th</sup>	4		

- 7.4.4. Where there are less than 5 starters\* in a class, points will be awarded as per the chart below:

NO OF STARTERS IN CLASS	CLASS PLACE	POINTS
4 STARTERS	1 <sup>st</sup>	20
	2 <sup>nd</sup>	16
	3 <sup>rd</sup>	13
	4 <sup>th</sup>	11
3 STARTERS	1 <sup>st</sup>	16
	2 <sup>nd</sup>	13
	3 <sup>rd</sup>	11
2 STARTERS	1 <sup>st</sup>	13
	2 <sup>nd</sup>	11
1 STARTER	1 <sup>st</sup>	10

\*Note: Cars running in NCF Class are excluded from any entrant count. Refer section 3.2.

## **7.5. 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 and skill related competition events after dropping the worst two (2) or non-attendance results as per 7.4.1.

## **8. CHAMPIONSHIPS**

### **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 in all events after dropping the worst two (2) or non-attendance results in accordance with 7.4.1.

### **8.2. Class Championship**

These awards will be based on the points accumulated during the year in each class. The driver scoring the highest points in each class will be the class winner; second and third places will be awarded respectively, after dropping their worst two (2) or non-attendance result in accordance with 7.4.1.

### **8.3. Ladies Championship**

Ladies Championship – the lady with the most class points as per scoring for Annual Trophies. This Championship will only be awarded if a minimum of five ladies compete in the one year and an average of 3 or more ladies enter each competition event.

### **8.4. Rookie of the Year**

8.4.1. The Rookie of the Year award is determined by a majority vote of the 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;
- (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 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.** Any vehicle found to contravene the PCV rules or that does not comply with the PCV 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.
- 9.3.** Dyno testing:
- 9.3.1. 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.
- 9.3.2. The vehicles selected will be immediately taken to a Parc Fermé location.
- 9.3.3. In M1 and M2 classes, the driver will be weighed at the Parc Ferme.
- 9.3.4. 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 for that purpose.
- 9.3.5. 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.
- 9.3.6. 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.
- 9.3.7. 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.
- 9.3.8. In the unlikely event of damage being sustained during such testing, the owner/entrant will be solely responsible for any rectification costs.
- 9.3.9. Any vehicle whose power tests above or weighs less than that allowed by these regulations for the registered model maybe liable for a penalty imposed by the Registration Compliance Group of 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. The vehicle will still be counted for that day in the number of competitors in its class for the purpose of allocating points (refer sections 7.2 and 7.4).
- 9.4.** 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, 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 place getters 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 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 re-run.
- (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
- c. Finishing a test with the vehicle completely outside the finish garage

**Wrong Direction Penalty**

- d. Incorrect method including breaching the intent of the course (eg hitting multiple markers to achieve a faster time)
- e. Failing to stop completely at the finish of a test or stop at a nominated stopping point (which may be markers or a garage)
- f. Failure to Start or complete a test
- g. Running out of order without prior approval of the Clerk of Course
- h. For a Wrong Direction Penalty, the competitor will be awarded their first non Wrong Direction time for that course excluding penalties and plus 12 seconds. Where all attempts at the same course are Wrong Direction then the entrant will receive the Slowest Time for the course plus 5 seconds.
- i. For the purpose of awarding penalties, “Slowest Time” for a course will be the slowest time recorded by a competitor who completed the course correctly. If there is a substantial gap between the slowest few competitors and the next fastest competitor then these times will be excluded from the calculation of the Slowest Time. This allows novices to compete and take as much time as they require to complete the course correctly without affecting the more seasoned competitors. If the slowest time plus 5 seconds exceeds double the fastest time then the penalty shall equal double the fastest time.

(viii) Motorkhana Courses

Courses may be notified in advance of the day of competition at the discretion of the Committee, in which case generally 6 courses shall be named prior to the event and 4 courses scheduled on the morning of the event.

(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 regulations 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. Entries will not be accepted from members who have an outstanding debt to the club.
- 11.1.3. 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.
- 11.1.4. 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 as Entree Class for their first event. The Sponsor must be the instructor 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 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. 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. Only one Porsche, nominated prior to the event will qualify for championship points.
- 11.4.2. No more than two drivers may nominate in any one vehicle. Only one driver is permitted in Economy Runs.
- 11.4.3. 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, 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. 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, rejoins 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.

### **OPEN CLASS - UP TO 4.99**

OPEN CLASS includes:

- i. all cars listed in table below;
- ii. any car specifically built for competition;
- iii. all cars running on non-road-legal tyres.

<b>MODEL</b>	<b>YEAR</b>	<b>CAPACITY Litres</b>	<b>WEIGHT Kgs</b>	<b>POWER Kw</b>	<b>RATIO Kgs/ Kw</b>
996 GT2	01+	3.6	1339	340	3.94
911 3.0 RSR	73	3	920	232	3.97
911 2.8 RSR	73	2.8	900	221	4.07
996 GT2 Touring	96+	3.8	1290	316	4.08
959	88+	2.9	1450	331	4.38
997 Turbo 3.6	06	3.6	1585	353	4.49
997 GT3	07	3.6	1395	305	4.57
964 Turbo 'S' Light Weight	93	3.3	1290	280	4.61

### **MODIFIED 1 CLASS**

This Class includes modified cars with a weight to power ratio between 5.25 and 6.36

### **M2 CLASS - MODIFIED CARS NO LOWER THAN 6.36**

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 GT & A to D classes, no lower than 6.36 kg/kW and excluding supercharged cars.

### **UNMODIFIED CLASSES - GT, A, B, C, and D**

#### **GT Class**

GT Class includes the cars listed below, unmodified, with power to weight greater than 4.85.

<b>MODEL</b>	<b>YEAR</b>	<b>CAPACITY Litres</b>	<b>WEIGHT Kgs</b>	<b>DRY WEIGHT Kgs</b>	<b>POWER Kw</b>	<b>RATIO Kgs/ Kw</b>
996 GT3 RS	04	3.6	1360		280	4.85
996 GT3	04+	3.6	1380		280	4.92
996 Turbo 3.6	01+	3.6	1540		309	4.98
993 Turbo 3.6	95+	3.6	1500		300	5.01
996 GT3	99 - 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
996 Coupe 3.6 40'th Anniv	04	3.6	1370		254	5.39
997 Carrera S 3.8	05-06	3.8	1425		261	5.46
964 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 S Performance Kit	91-92	3.3	1470		261	5.63
Carrera RS	74	3.0	960		169	5.68
Carrera 2 Cup 3.6	90-91	3.6	1120		195	5.74

**A CLASS - 5.50 TO 6.70**

Class A includes 993

<b>MODEL</b>	<b>YEAR</b>	<b>CAPACITY</b>	<b>WEIGHT</b>	<b>DRY WEIGHT</b>	<b>POWER</b>	<b>RATIO</b>
		<b>Litres</b>	<b>Kgs</b>	<b>Kgs</b>	<b>Kw</b>	<b>Kgs/ Kw</b>
Boxter Spyder	10+	3.4	1310	1251	235	5.57
997 Carrera 3.6	08+	3.6	1485	1413	254	5.85
930 Turbo 3.3	78-84	3.3	1300	1214	221	5.88
996 Coupe 3.6	01+	3.6	1385	1313	235	5.89
930 Turbo 3.3	85+	3.3	1335	1249	221	6.04
997 Carrera 3.6	05-07	3.6	1455	1383	239	6.09
996 Coupe 3.4	98-01	3.4	1360	1288	221	6.15
924 Carrera GTS	80	2	1120	1049	180	6.22
911 2.7 RS Light weight	73	2.7	960	878	154	6.23
987 Boxster S 3.4	06+	3.4	1355	1285	217	6.24
930 Turbo 3.3	91-92	3.3	1470	1384	235	6.25
930 Turbo 3.0	75-77	3	1195	1109	191	6.26
928 S4	88-89	5	1480	1394	235	6.3
928 GTS	92-95	5.4	1620	1534	257	6.3
987 Cayman S 3.4	05+	3.4	1400	1330	218	6.42
928 GT	90	5	1580	1494	243	6.5
993 Carrera 3.6	96-97	3.6	1370	1293	210	6.52
993 Carrera S 3.6	97	3.6	1400	1323	210	6.66
993 Carrera 3.6	95	3.6	1370	1293	200	6.85

**B CLASS 6.71 TO 7.51**

Class B includes '84 928S

<b>MODEL</b>	<b>YEAR</b>	<b>CAPACITY</b>	<b>WEIGHT</b>	<b>DRY WEIGHT</b>	<b>POWER</b>	<b>RATIO</b>
		<b>Litres</b>	<b>Kgs</b>	<b>Kgs</b>	<b>Kw</b>	<b>Kgs/ Kw</b>
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	1580	1494	235	6.72
928 S	80-83	4.7	1485	1399	221	6.72
911 3.2 Carrera	84-85	3.2	1160	1074	170	6.82
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	02-07	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	1320	1243	176	7.5

**C CLASS 7.52 TO 8.39 AND ALL 911 SC MODELS**

**NOTE:** Beginning this 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	1120	1038	147	7.62
924 Carrera GT	81	2	1180	1109	154	7.66
911 2.4S	71-73	2.4	1075	?	140	7.68
911 SC	81-83	3	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	1370	1293	176	7.78
911 3.2 Carrera Turbo look	86+	3.2	1260	1174	160	7.88
986 Boxster 2.7	2-Apr	2.7	1325	1255	168	7.89
944 Turbo	85-89	2.5	1280	1198	162	7.9
911 2.0S	69	2	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 this 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	1160	1078	138	8.41
944 S2	89	3	1310	1228	155	8.45
986 Boxster	96-99	2.5	1290	1220	150	8.6
944 S2	90-91	3	1340	1258	155	8.65
911 2.0S	67-68	2	1030	?	118	8.72
911 SC	78-79	3	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	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	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	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	1080	?	96	11.25
944 (WC)	87	2.5	1240	1158	110	11.27
914/6	70-72	2	940	?	81	11.6
924	76-78	2	1080	1009	92	11.73
924	79-85	2	1130	1059	92	12.28
911 2.0T	67-69	2	1020	?	81	12.6
914/4	73-74	2	950	?	74	12.83
914/4	75	2	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.

**APPENDIX 2****1. 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.
- c) Appropriate crash helmet (Refer Section. 5 **Safety Equipment**)
- d) Australian Standard approved fire extinguisher - minimum capacity 900 gram, 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, M1 and M2 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 hook in place, front or 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).

**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 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 and D 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, or D vehicle.
14. The weight for M1 and M2 will include the actual weight of the driver as measured at the parc ferme.

## OCCASIONAL EVENTS AND AWARDS

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

Following are some 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 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 go 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 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

V i c t o r i a



## Registration Form 2012

I confirm that the vehicle details given are correct. (Please return all pages).

I have read the Regulations provided and note in particular Regulation 3 and Regulation 9 and I hereby accept and agree to be bound by all the P.C.V. Regulations.

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

Scan & email to [administrator@pcv.com.au](mailto:administrator@pcv.com.au), or fax Registration Form to Porsche Club of Victoria on (03) 9391 5911, post to P O Box 911, Kew Vic 3101..

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

<b>ENTRANT DETAILS</b>			
<b>NAME</b>		<b>Membership No</b>	
<b>Address</b>			
<b>Home telephone</b>	<b>Business Telephone</b>	<b>Fax</b>	
<b>e-mail address</b>		<b>CAMS Licence No</b>	
		<b>CAMS Expiry Date</b>	
<b>DRIVER DETAILS (if different from Entrant)</b>			
<b>NAME</b>		<b>Membership No</b>	
<b>Address</b>			
<b>Home telephone</b>	<b>Business Telephone</b>	<b>Fax</b>	
<b>e-mail address</b>	<b>CAMS Licence No</b>	<b>CAMS Expiry Date</b>	
<b>VEHICLE DETAILS</b>			
<b>Year</b>	<b>Model</b>	<b>Body</b>	<b>Registration</b>
<b>Capacity</b>	<b>Colour</b>	<b>Log Book No</b>	<b>Class</b>
<b>Chassis No</b>		<b>Engine No</b>	
<b>B.H.P./kW</b>		<b>Weight * (see below)</b>	
<b>Dorian number</b>		<b>Manual /Automatic</b>	
<b>Wheel Diameter</b>	<b>Front</b>	<b>Rear</b>	
<b>Wheel Width</b>	<b>Front</b>	<b>Rear</b>	
<b>DECLARATION</b>			
<b>Is the vehicle TOTALLY to the original specifications?</b>			<b>Yes / No</b>
<b>If "No". For what model was the chassis originally produced?</b>			

\* Note: for 2012 season the weight, for M1 and M2 cars ONLY, includes the weight of the driver.

**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 Transaxle Different from Standard?	Yes / No	If “Yes” explain details
Are there any other non standard items?	Yes / No	If “Yes” explain details
Any additional information or factory options fitted to the vehicle.		