

**2010
AMR/RMR EVENT RULES**



**ALPINE MOUNTAIN REGION
AND
ROCKY MOUNTAIN REGION**

of the

PORSCHE CLUB OF AMERICA

TABLE OF CONTENTS

I.	INTRODUCTION	2
II.	GENERAL RULES	3
III.	SAFETY POLICY.....	3
IV.	AUTOCROSS RULES.....	4
V.	DRIVER EDUCATION EVENT RULES.....	4
VI.	CORNER WORKING AND FLAGS	6
VII.	VEHICLE TECHNICAL INSPECTIONS	7
VIII.	CONCOURS RULES	11
IX.	ADMINISTRATIVE RULES FOR EVENTS	13
X.	RALLY GENERAL RULES.....	14
	APPENDIX A Enthusiast Series	18
	APPENDIX B Tech Inspection Sheet	20
	APPENDIX C Trailered Cars Tech Inspection Sheet.....	21
	APPENDIX D Vehicle Classification and Modifications	22
	APPENDIX E Rally Delay Allowance	27

I. INTRODUCTION

This manual contains the rules, regulations, and requirements for participation in all AMR/RMR events where a car is required. All participants are required to read this manual in its entirety and are responsible for knowing its contents. These Rules are not related to, and do not apply to PCA Club Racing.

These rules and regulations are designed to provide for the orderly conduct of AMR/RMR events, and to promote participant and spectator safety. No express or implied warranty of safety or fitness for a particular purpose shall result from publication of, or compliance with, these rules and regulations. They are intended as a guide for the conduct of the events and are in no way a guarantee against injury or death to participants, spectators, or others.

This booklet has been fully updated for 2010 and replaces earlier versions. Note that the Challenge Series has been eliminated and replaced with the Enthusiast Series (see Appendix A)

This booklet has been developed using and reproducing information from the Porsche Club of America, <http://www.pca.org/>. For continuity and consistency this manual is the guideline for events in AMR and RMR in 2010.

II. GENERAL RULES

The following is a summary of the rules for all driving events:

- Proof of PCA membership may be required at any event. Please know and use your PCA membership number for registration. Only persons at least 18 years of age may participate in any driving event. However, 16 and 17 year-old sons and daughters of PCA members in good standing may compete in Autocrosses and as the navigator in Rally/Tours pursuant to the guidelines of the Junior Participation Program (details of this program, and required forms, are available on the PCA National website).
- Non-PCA members may compete in events if the registration limits allow additional participants.
- All Concours participants are responsible for properly classifying their vehicle.
- All vehicles must be in good working condition and pass a tech inspection for Driver's Education events and Autocrosses. See Section VII. Vehicles must meet a 105 dB(A) or lower noise limitation
- See Tech Inspection section for helmet requirements.
- A valid Driver's License is required of all entrants at all events.

Questions about Event Rules should be addressed to the Rules Committee. The committee will work with the Chief Driving Instructors, Safety Committees, Event Chairs and Boards of AMR/RMR to quickly provide an answer.

AMR/RMR members may submit suggestions for changes to the Rules Committee at any time.

The Rules Committee representatives are: AMR Jim Sorensen - jimdonaso@msn.com and RMR Joe Warren - warrenjoe@comcast.net .

III. SAFETY POLICY

The goal of the safety policy is to make all events as safe as possible through safety procedures appropriate to our drivers education and autocross events. To achieve this goal, a Safety Chairperson is appointed on a yearly basis for each region by its President with the advice and consent of each region's Board of Directors. The Safety Chairperson shall have overall responsibility for safety rules and making recommendations to the Board of Directors of each region. Each specific event is governed by an Event Safety Committee composed of the Event Chairperson, Event Chief Instructor, and the Event Safety Chairperson.

The Event Safety Committee has full authority, acting in its sole discretion, to impose sanctions for dangerous or over-aggressive driving, fast driving in the paddock or pits, unsafe conduct, or other violations of safety rules, on any entrant during the course of an event. These may include, but are not limited to, loss of track or run time or dismissal from the event. Any imposition of sanctions extending beyond the event where the violation occurred is a matter for determination by the Board of Directors of the region in question.

The Safety Rules contained in this booklet shall be considered minimum requirements for every event and shall not preclude implementation of additional safety measures for specific events or conditions. In addition to this policy, the following rules apply to track events:

- An ambulance and trained medical personnel will be in attendance at all Driver's Education events while vehicles are on the track.
- A vehicle to serve as an emergency vehicle will be present at all Driver's Education events while vehicles are on the track. This vehicle will have a 4 to 5 foot pry bar, fireproof gloves, knife, extra fire extinguisher and oil drying compound to be used on the track.
- Participants acting as corner workers will wear orange vests at all times.
- Use of alcohol or drugs is not allowed during any event by anybody who is within the area for which a liability waiver must be signed. This is not intended to prevent participants from taking prescription medication as long as it does NOT have an effect upon the person's ability to control a vehicle at speed.

IV AUTOCROSS RULES

An Autocross is basically a low-speed event with a course delineated with pylons. There will normally be no instruction at these events; however, time will be allowed for course "walkthrough".

The following rules apply specifically to Autocrosses:

- All entrants must attend a Driver's Meeting prior to the start of the event.
- Approved helmets (as defined in Tech Inspection Chapter) must be worn (while driving on course) and be in good condition.
- Seat belt use is required.
- Full-length pants, long-sleeved shirts, socks and full shoes are recommended for all drivers and corner workers. Bare feet, sandals or open-toed shoes are not permitted for drivers or corner workers.
- All loose items must be removed from compartments, passenger area and trunk, and your vehicle must pass a top-tech inspection prior to being allowed to participate.
- Vehicles must meet Section VII Vehicle Technical Inspection Requirements. Vehicles may be subjected to an inspection prior to the start of the Autocross.
- Use utmost caution while driving in the pit and parking area (do not exceed 5 MPH). Persons deemed driving unsafely will be disqualified from the event.
- No passengers are allowed during timed runs, except for Junior Participation Program.
- An instructor is required to ride with an entrant in the Junior Participation Program.
- All entrants are expected to work the event.
- At parking lot Autocrosses, Targas and 914s may participate with their tops off, and Speedsters, Cabriolets, Roadsters, Boxsters, and Convertibles may participate with their tops down and without being required to have a roll bar.
- If a competitor knocks over a pylon or moves it completely outside its outline, a penalty will be incurred. The time penalty for moved pylons will be discussed in the Driver's Meeting. The final pylon time penalty assigned to a run or rerun will be the total of pylon penalties recorded during that run.

V. DRIVER'S EDUCATION EVENT RULES

Driver's Education events are designed to be educational events for improving driving skills. Instructors will be made available to any participant for as long as the participant desires. Participants will be placed into practice groups based on vehicle type and driver experience and may be adjusted as required.

Driver's Education events aim to develop car control skills, and participants are expected to maintain control of their vehicles. If a participant spins (360 degrees) the vehicle, drives four wheels off the track, or otherwise experiences a significant loss of control, he or she is expected to discuss the incident with an instructor. The instructor's goal here is to help the student identify the cause of the loss of control and determine appropriate corrective action in order to permit the student to continue to drive safely in the event. Loss of vehicle control can be caused by mechanical problems, lack of knowledge, improper technique, misguided attitudes, or mental errors.

If a participant experiences a second spin or significant loss of control, he or she must discuss the incident with the Chief Driving Instructor. The goal of this conversation is the same as noted above, to identify the cause of the problem and determine how to prevent its recurrence. However, if after two spins or significant losses of control, the Chief Driving Instructor, the Safety Chairman, and the Event Chairman determine that the problem cannot be corrected, the participant may be asked to retire from the event. This is the "Two-Spin" rule.

In order to receive the event registration package the participant must have an approved technical inspection form at on site registration. Cars in the Annual inspection program must present a copy of the approved annual technical inspection form and be ready to show their PCA Race Log Book. The approved technical inspection form or a copy of the annual form will be retained by registration.

The following rules apply to Driver's Education events:

- All participants must attend the driver's meeting prior to the start of the event. In addition, a separate meeting may be held specifically for novice drivers. The event Chairperson may require additional meetings if needed.
- An approved helmet (as defined in Tech Inspection Chapter) must be worn and be in good condition.
- Driving apparel (while on track): closed shoes with uppers of leather and/or nonflammable material that at a minimum cover the instep (ventilation pinholes by the manufacturer are allowed), natural fiber long pants and natural fiber long sleeve shirt or fire retardant suit. In the Modified classes (see Appendix D), PCA Club Racing required fire resistant clothing is strongly recommended.
- The vehicle must pass a "Technical Inspection" prior to participating in the event. (A Pre-Tech will be made available about 10 days prior to all Drivers' Education events).
- A Technical Inspection will be provided at the track prior to registration for a fee of \$20. The fee is waived for trailer cars and cars of participants living over 30 miles away from a Pre-Tech site.
- All loose items must be removed from compartments, passenger area and trunk.
- Use utmost care while driving in the pit and parking area (do not exceed 5 MPH). Participants deemed to be driving unsafely may be disqualified from the event.
- **Open Cars:** For soft top cars (even with a removable hard top) of any make of car, delivered with factory installed roll over protection meets the minimum standards for PCA DE events. In these cars the soft top must be in the up position or the hard top installed. These cars must be mostly as manufactured i.e. no tires with tread wear less than 140, no harness/racing seats, no modified suspensions, brakes or engines.
- If an **Open Car** does not have factory installed roll over protection, a roll bar must be installed. All targa tops must be installed. All sunroofs must be in the closed position. The windshield alone is not considered to be factory roll over protection.
- When roll bars are installed, the driver's helmet must not break the plane from the top of the windshield to the top of the roll bar (i.e., "broomstick test"). Boxsters with the top down (or removed) must meet the "broomstick test". Roll bar extensions may be used to achieve the required clearance.
- Arm restraints are required for drivers and passengers of all open vehicles which do not have their soft tops up or a hardtop installed.
- Special rules govern non-Porsches participating in Driver's Education events: All open cars and convertibles must have a roll bar or factory rollover protection. SUV's and high center of gravity vehicles are not allowed. Modified cars, cars with "R" rated tires and cars with harnesses and racing seats must have a fire extinguisher or fire suppression system. Open cars or convertibles with tires with a tread wear rating of less than 140 or harness/race seats or significant engine or chassis modifications must have roll bars.
- Sunroofs must be closed and roadster and Targa tops must be in place and securely fastened in vehicles without roll bars.
- Porsche Cayennes are allowed. They must be as manufactured without modifications and use tires with a tread wear rating of 140 or more.
- All participants except Instructors may be required to work corners at AMR events.
- It is highly recommended that a driver who has never driven a specific track have an Instructor drive the driver's vehicle for the first few laps. It is required that an Instructor be in the vehicle for at least the first driving session, unless waived by the Chief Driving instructor.
- The only passenger allowed in a vehicle is one instructor when the student is driving or one student when the instructor is driving.
- No passengers are allowed during timed runs.
- The left window must be down and doors unlocked during practice runs. The left window may be up during timed runs.
- No racing is allowed. Passing is allowed only at designated areas on the track and as described in the following paragraphs.

- Passing procedures are as follows:
 - The responsibility for passing is that of the vehicle in front, not the vehicle that wants to pass. Passing is to be performed only at designated areas (usually straights) that will be specified at the driver's meeting at each Driver's Education event.
 - All students should check the rear view mirrors frequently, especially when entering a straight, to see if they are holding up other vehicles.
 - If you are impeding the progress of a vehicle or vehicles following you, you must indicate to them on which side you want them to pass. If you want them to pass on the left, hold your left arm straight out and point left. If you want them to pass on the right, hold your left arm out the window and point over the roof to the right. Make this signal prominent and hold your hand out until the passing vehicle is along side. A passing flag may be shown if you are impeding the progress of a vehicle following you.
 - Then slow down and allow the following vehicle or vehicles to pass.
 - Following vehicles must not pass until the signal is given. If no passing signal is given, a following vehicle may try flashing the headlights. If this doesn't work, held up vehicles should exit the track at the appointed place and notify the Starter.
- If a yellow flag is signaled, no passing is permitted from the corner worker station displaying the yellow flag until the incident is passed and beyond the next manned corner worker station not displaying a yellow flag.

VI. CORNER WORKING AND FLAGS

Corner Working Procedures:

- Corner workers will not EVER leave their "bunker" without specific permission from Control or Start.
- A minimum of two workers per corner are required, one of which must have previous Driver's Education event experience or the equivalent, except at Autocrosses which may have only one corner worker. No person under the age of 18 is permitted at a corner working station. No pets are permitted at corner working stations.
- One worker will have communications equipment for notifying the track control of any problems. This worker will observe the track past their station.
- A second worker controls the flags to warn vehicles approaching their station of the status of the track ahead.
- A fire extinguisher, 5 ABC minimum, is required at each corner. If use of the extinguisher is required, after the red flag is displayed and with the approval of START or CONTROL, the worker should proceed directly and safely to the vehicle with the extinguisher cradled in the worker's arms, pull the safety pin and aim the stream at the base of the fire.
- For Driver's Education events, apparel must be leather or other nonflammable closed shoes, natural fiber pants and natural fiber long sleeve shirt or fire retardant suit, so the worker is as protected as the driver, should a fire occur. For Autocrosses, bare feet, sandals or open-toed shoes are not permitted.
- No cameras, stereos, etc. are to be used while corner working.

At events where the corner workers are provided by the track the corner workers guidelines are generally the same with exceptions as determined by the event chairs or control or safety or the Chief Driving Instructor and the Track Manager.

Flag meaning and procedures:

- Be positive in the use of flags. Make them prominent when displayed and keep them out of sight otherwise. A waving flag should be waved vigorously in a figure eight pattern so its presence cannot be overlooked, but from within the corner worker station bunker.
- **Green Flag:** this flag allows each vehicle waiting in the pits to proceed onto the track when the track is clear. It is displayed only by the Starter. No driver may enter the track from the pits without being given the Green Flag by the starter.
- **Yellow Flag:** this flag signifies that something has happened on the track up ahead. It may be used at any corner on the track and at the start line. It may be displayed either standing still or waving, depending on the severity of the problem ahead. Slow down and use caution. Absolutely no passing permitted. The waving yellow means there is a hazard on the track in the line and you will have to slow enough that you can safely drive wherever the situation demands. It may also be displayed during the active phase of a spin or off-course

excursion until the resting spot of the errant vehicle can be determined. The standing yellow is typically used to continue to mark a previously occurring incident, and requires slowing enough so that there is no chance of succeeding vehicles also leaving the track.

- **Red Flag:** this flag signifies that there is a major problem on the track. It is displayed only at the order of Event Control, and is shown at all corners of the track and the start line simultaneously. All drivers must stop their vehicles on the side of the track as quickly and safely as possible until the flag is retracted. Don't jam on the brakes or the vehicle following you may not be able to stop in time.
- **Blue with diagonal Yellow Stripe Flag:** this flag will be displayed to a specific vehicle signifying to the driver that he/she is holding up other vehicles and should direct vehicles to pass at the next designated passing area.
- **Black Flag:** this flag will be displayed to a specific vehicle and signifies that the Starter or another official wants to talk to the driver. Pull into the pits at the normal, designated spot and see the Starter. There may be a problem with the vehicle (leaks, hood not latched, etc.) or the driver which requires discussion or correction.
- **Black and Yellow:** A display of both Black and Yellow flags indicates that the track must be cleared. All drivers should safely drive at a reduced speed and exit the track, stop their cars and await further instruction from start. Black and Yellow is used when a vehicle is disabled and in a dangerous location, or some condition on the track needs to be corrected.
- **Checkered Flag:** will be displayed at the end of a practice session signifying that you are on your last lap. This lap is intended to be a cool down lap, which means not driving at full speed, and no passing allowed. Pull off the track at the designated exit and return to the pit area.
- **Other flags:** Yellow with vertical Red Stripes is a cautionary flag meaning oil or debris on the track, but is seldom used in driving events, which are not races. Black with an Orange Circle (the "meatball") displayed to a particular vehicle means a mechanical problem with the vehicle, but the Black Flag is used in driving events for this purpose. In our events, a white flag may be displayed when only five minutes are left in the run session.

VII. VEHICLE TECHNICAL INSPECTION

It is the policy of AMR and RMR to inspect each street driven vehicle prior to participation in any Driver's Education or Autocross event. For Driver's Education events, a full technical inspection of the items specified in this chapter is required, using the approved tech sheet form. The pre-tech portion should be accomplished by the entrant before the event. Pre-tech allows entrants sufficient time to correct any deficiencies, and prevents delays at the track. Drivers who cannot attend the advertised pre-techs may have a Porsche mechanic, RMR/AMR current instructor, or anyone else approved by the event chair, region safety chair, or region pre-tech chair pre-tech their vehicle, using the approved tech sheet, if such person believes he or she is competent, and has received the necessary training, to do so. But you are not allowed to tech your own vehicle.

For Race Cars and other cars trailered to the track an ANNUAL inspection and follow-up spot inspections are allowed. The vehicle should not be street legal because of modifications. The vehicle should not be driven on the street between events. The ANNUAL pre-tech is valid for the calendar year. The vehicle will be inspected by a Porsche mechanic, RMR/AMR current instructor, or anyone else approved by the event chair, region safety chair, or region pre-tech chair using the approved ANNUAL tech sheet, if such person believes he or she is competent, and has received the necessary training, to do so. You cannot tech your own vehicle. If you hold a log from a nationally recognized race sanctioning body and you have a notation for a current annual tech, attach a copy of the information to an ANNUAL tech sheet. A copy of the ANNUAL tech sheet must be given to the Registrar in order to receive your registration packet at EVERY event. Without the tech sheet the car will need to be teched the day of the event.

Vehicles not passing tech inspection will not be allowed to participate, until and unless they pass a subsequent re-inspection. Entrants are responsible for the safe condition of their vehicles, and will be required to acknowledge this responsibility by signing a representation on their tech form. It is highly recommended that entrants have their vehicles checked by a qualified mechanic prior to a major event. Listed below is an explanation of the minimum items required to pass tech inspection. All vehicles must also comply with the following items at all times during Driver's Education events and Autocrosses.

Top-tech is the minimum inspection required at an Autocross and is required prior to entering the track for all other Driver's Education events but entrants are responsible for having their vehicles comply with all of the requirements of this chapter. A spot inspection may be required before an autocross.

In addition to the tech inspection, each vehicle will be checked prior to entering the track at DE's for the first time (top-tech) as indicated on the tech form.

A. General

1. Shocks shall be in good working order, properly mounted and free from leaks. When one end of the vehicle is pushed down and released, it must bounce back once and come to rest.
2. Tires shall not rub against any surface of the vehicle, except lightly as permitted in Improved and Modified classes. No sheet metal shall interfere with the steering or suspension.
3. Every vehicle shall have a complete body, at least similar to what came from the factory, with full fenders, hoods, deck lids and doors.
4. Rust or unsafe damage: All vehicles shall be structurally sound to participate in Autocross and Driver's Education events. Any rust or unsafe damage that impairs the safe operation of a vehicle shall be grounds for disqualification. Cosmetic rust on non-structural panels will not result in disqualification, but may indicate the presence of rust in critical areas such as suspension mounting points.
5. Wheels shall be free of cracks. Snap on wheel covers must be removed.
6. Lug nuts shall be torqued to proper specification. All lug nuts must be installed. All lug nuts shall have a minimum thread engagement equal to one bolt diameter. It is highly recommended that lug nuts/bolts are steel.
7. Tires shall be free of cuts and bruises, sidewall bulges, stones between tire rim and tire, or any other unsafe condition. It is recommended that all tires be of the same make.
8. Tread depth: No vehicle may enter the track or autocross course with cord showing on any tire. Street tires must have a minimum of 1/16 inch of tread depth at Technical Inspection.

9. Wheel bearings shall be free of excessive play. To check front wheel bearing play: jack up the vehicle, grasp the tire at 6 and 12 o'clock and attempt to move it back and forth.
10. Brake pad thickness shall be above factory recommended minimum for the entire event. Pads less than 25% of new thickness or less than 1/8 inch thickness should be replaced prior to a Driver's Education event.
11. Brake lines shall be tight and free from visible defects.
12. No substantial leakage of any fluids (oil, gas, brake fluid or water) shall be allowed. In addition to indicating a problem with the vehicle, fluids can make the track slippery and endanger other drivers.
13. All steering mechanisms shall be sound and free from excessive play. While the vehicle is jacked up to check wheel bearings, grasp the tire at 9 and 3 o'clock and with someone holding the steering wheel, attempt to move the tire back and forth. Excessive movement indicates worn components.
14. Suspension shall be securely attached and free from visible damage or defects.
15. Operating brake lights are required on all vehicles.
16. Camber: All 356 cars should have negative camber on the rear suspension.
17. Half shafts and drive shafts shall be free of excessive play.

B. Engine

1. Belts shall have proper tension and be in good condition.
2. Hoses shall be in good condition and all clamps tight.
3. Distributor and air cleaner shall be properly secured.
4. Linkages shall be tight and in good working order, especially throttle return springs.
5. Wiring: shall not interfere with moving components and all connections shall be tight.
6. Gas lines shall be in good condition and all connections tight.
7. Fluid levels: Check oil, coolant and transmission fluid levels. It is recommended that oil be changed prior to Driver's Education events. Know the appropriate fluid levels for your vehicle. Overfilling with oil may be advisable for certain vehicles.
8. Cleanliness: the engine should be free from excessive grease, oil and dirt. No substantial leakage of fluids will be allowed.

C. Trunk

1. The battery shall be adequately secured in its holder. Replacement hold down devices must be equal to or better than the original.
2. General: All loose objects (jack, tools, etc.) shall be removed. Items left in the trunk shall be adequately secured.

D. Interior & Helmets

1. All vehicles which might carry an instructor must have equivalent restraints and seats for the driver and the passenger.
2. **Seat belts:** All vehicles must be equipped with a lap belt and a shoulder belt for the driver or a Harness/Race Seat System. Belts must be equal to or better than the factory original as supplied in that model vehicle and be in proper working order. Where installation is other than factory original, the belt mounting must be anchored securely with large diameter washers or plates on both sides of the mounting holes. Swivels must have the eye bolts welded closed. Five point competition belts are recommended on all vehicles except for those running as manufactured, without modifications.
3. **Harness/Race Seat Systems:** If the participant chooses to install a 5- or 6-point driving harness several changes to the automobile must be made to create a safe occupant restraint system. Harnesses must include an antisubmarine strap and be mounted in an approved manner consistent the manufacturer's instructions. The Harness system must be used in conjunction with a seat which has the supplied routing holes for the shoulder and antisubmarine belts (defined at a racing seat). All pieces of the restraint system must be installed in accordance with the manufacturer's

instructions. This means that a seat is required to have the proper routing holes for the harness as supplied by the seat manufacturer for the shoulder and anti-submarine straps. The shoulder straps should be mounted at 90 degrees to the axis of your spine or at most 40 degrees down from horizontal. Because the addition of the harness system means that the occupants are fastened upright in the vehicle, a properly padded roll bar or roll cage is strongly encouraged to complete the SYSTEM. The use of one without the other may result in an unsafe environment and is not a COMPLETE SYSTEM. Due to UV degradation and wear the harness webbing must be replaced every 5 years.

4. Four point systems are not allowed in Porsches. Other vehicles which meet the requirements on the PCA web site under DE's Minimum Requirements may use four point systems if they pass technical inspection.
5. Seats must be securely anchored. Passenger seatbacks without locking devices shall be suitably secured. One piece race seats are recommended for all vehicles except for those in the Street classes.
6. Helmets: All entrants must wear a helmet carrying a Snell Memorial Foundation approval (M or SA) which has the current available Snell rating or the one previous Snell rating. For example since Snell 2005 is the most current rating available, a Snell 2005 or Snell 2000 is approved. The helmet shell must have no structural damage. The padding must be intact. The chinstrap must not be frayed, and the strap attachments must be operable and securely attached. Face shields, when used, must be made of polycarbonate plastic or the equivalent and must be in good condition.
7. Any vehicle participating in track driving events with tires with a tread wear less than 140, a harness/seat system or significant chassis, suspension or engine modifications must contain a minimum 5BC fire extinguisher. The fire extinguisher must be properly charged and securely mounted within the passenger compartment convenient to the driver. If the vehicle contains a fire bottle extinguishing system instead of a portable fire extinguisher, it must meet the same minimum 5BC specification, must have a head which will cover the driver and the front seat passenger (if a passenger seat is provided), and another head which will cover the engine, and the driver must be able to actuate the bottle without releasing the seat belt or harness.
8. Pedal travel: All pedals shall move freely and brakes must not exhibit pedal "fade" or sponginess.
9. Hazardous Objects: All objects that could cause injury or impair the movements of the driver shall be removed (CB's, radar detectors, add-on speakers, etc.), however, a securely mounted radar detector is considered safer than bare, exposed brackets on the dash or windshield.
10. Cleanliness: The entire interior shall be free of loose objects.
11. The interior, such as seats, door panels, etc., should be present during timed runs and securely installed.
12. Video cameras and similar auxiliary equipment within the passenger compartment must be securely mounted, and must have a secondary attachment or tether to keep such items from causing harm if the weakest point of the primary attachment fails.
13. If batteries are installed in the passenger compartment (allowed only in Modified), wet cell batteries must be in a marine battery box, and sealed batteries not in such a box must have the positive terminal connection insulated.
14. Roll bars, if required, must meet specifications as defined in the Drivers Education section.

E. Miscellaneous Recommendations

1. The brakes should be bled prior to each event and fluid changed yearly. New brake pads should be properly broken in prior to coming to the track.
2. The vehicle should be in proper alignment not only for tire wear, but proper handling.
3. Avoid mounting new street tires immediately before a driving event. The track is not the proper place to break them in.
4. Keep the underside of the vehicle clean. Air-cooled engines will run at lower temperatures if all surfaces are clean.
5. The gas tank should be no more than two-thirds full to prevent spilling.
6. Tire pressure should be checked prior to going on the track.
7. Pump brakes prior to going on the track to insure that the brakes have not failed due to boiling brake fluid from a previous practice session.

VIII. CONCOURS RULES

There are two judged Divisions in Concours events. Each Division is composed of several classes depending on the model Porsche.

The two divisions are: Street Division - all judging will be done above the chassis, no wheel wells or undercarriage will be judged, outer surfaces of tires and wheels and hubcaps will be judged; and Novice Division - structured to help the first-time concourist learn about vehicle preparation and judging at Concours events. The Concours classes are as follows:

Class es	Models	Year
S-1,N-1	356's	All
S-2,N-2	911's, 912's, and 930's	1965-1977
S-3,N-3	911's and 930's	1978-1989 Carrera
S-4,N-4	911 C2, C4, 993, 996, 997	1989-present
S-5,N-5	914-4's and 914-6's	All
S-6,N-6	924s, 924 Turbos, 928s, 944s, 944 Turbos and 968s	All
S-7,N-7	986 Boxster, 987 Boxster	All
S-8,N-8	Special Interest, Limited Production	All
S-9,N-9	Current Competition	All

S - Street Division N - Novice Division

There is also a Display Division, which includes all models for all years. No judging will be performed.

General

Advanced preparation for the event should be made by the entrant prior to arriving at the Concours site. Final preparations can be made at the Concours site, but only prior to the start of judging. Once judging begins, only dusting with a feather duster or suitable dusting cloth will be permitted. All cleaning materials, boxes, etc., must be removed from the display area before judging begins. Entries must be displayed without a cover, and "FOR SALE" signs are prohibited until after all judging has been completed. All vehicle alarm systems must be turned off prior to entering the Concours site and must remain off throughout the event. No commercial displays will be allowed unless authorized by the Event Chairman.

Except in Classes 8 and 9 (all Divisions), all Porsches must have the same basic Porsche engine configuration as the vehicle was originally equipped. Example: No 6 cylinder vs. 4 cylinder swaps or Carrera (4 cam) vs. pushrod swaps. In Classes 8 and 9 (all Divisions), any type of engine swap is allowed, including non-Porsche engines.

Special Interest Entries are defined as highly modified production Porsches. A Porsche with an engine swap as discussed above could be entered in this class. Modification to these entries shall not affect judging except where modifications render the entry illegal or unsafe.

Current Competition Entries are defined as vehicles currently (within the last 12 months) involved in active competition. Active competition includes IMSA, SCCA, Solo I & II, PCA Club Racing, PCA Driver's Education events and Autocrosses. Such vehicles must be entered in the configuration used in the competitive events. Vehicles will not be required to have items not generally required for competition, such as spare tires, tool kits, etc.

Limited Production Entries include such Porsches as America Roadsters, Beutlers, Spyderys, Carrera GS's or GT's, Abarths, 904's and 906's, 911R's, 911RSR's, 911 SCRS, 924 GTs, etc.

Novice Class: Any entrant who has never entered a PCA Concours event may enter the Novice Class. Only the interior, exterior, storage compartment and engine compartment will be judged and no chassis or undercarriage judging will be performed. There will not be a time limit on the judging of Novice Class entrants. Written and verbal comments and discussion with the judges will occur.

Judging

Judging shall be based on cleanliness, condition and authenticity of the entry as it was originally manufactured, exclusive of transportation and/or anti-corrosion protection. An entry will not be penalized if it is equipped with such accessories as CB radios, radar detectors, special seat belts, fire extinguisher, etc. Entries will not be penalized for replacement parts which conform to original manufacturing specifications.

Each entry shall be judged as an assembled unit and therefore, all parts such as Speedster side curtains, bumpers, tops, spare tire, etc., must be attached to the vehicle in their normally affixed position. Entries with convertible tops shall be shown with the top up. Upon request by a judge, the entrant will be required to remove or open specific items such as gas filler lids, spare tires, etc. Oil caps, battery caps, brake fluid caps, spark plug connectors, etc., will not be removed from their normally affixed position.

An entrant may be required to demonstrate the ability to start, idle and have any component checked for proper operation and maintenance. (Example: horn, lights, brakes, power antenna, etc.).

Judging time will not exceed five (5) minutes per entry, with the exception of the Novice Class, as explained above. The entrant or his representative must be available during the time of judging.

In the event of a tie, the entries involved will be re-judged by checking a specific item as determined by the Event Chairman.

PCA Parade Competition Rules in effect for the most recent PCA Concours may be used by the Event Chairman to resolve protests or disputes.

Bonus Points

Original Interior: Bonus points, one-half (1/2) point per year of age up to a maximum of 10 bonus points. To qualify, the interior must be at least 75 percent of the original interior installed at the factory. Current year models receive no bonus points.

Original Exterior: Bonus points, one-half (1/2) point per year of age up to a maximum of 10 bonus points. The paint must be at least 75 percent of the original paint as applied at the factory. Current year models receive no bonus points.

Age Difference: Age bonus points will be awarded to compensate for age differences and will be one-half (1/2) point per year of age. For example, a 1979 car would receive 13.0 age bonus points in 2005.

Each entrant will indicate their eligibility for bonus points on the Entry Form and Master Score Sheet and the Event Chairman will rule if an entry is qualified for bonus points.

Awards and Protests

Awards will be presented for each class except Display. In addition, there will be one overall winner in the Street and Novice Divisions as determined by the total points accumulated, including bonus points. A People's Choice and a Judges/Entrant's Choice award will also be presented.

Individual score sheets will be returned to the Entrant during the presentation of awards. Written protests must be filed with the Event Chairman within 30 minutes of the end of the awards presentation.

IX. ADMINISTRATIVE RULES FOR EVENTS

The following registration and other event administration policies have been adopted by the executive boards of AMR and RMR for all driving events to which they are applicable according to their context. A rally is not a practice or timed run within the meaning of this section. A primary driver is the person who will drive a vehicle in an event and for whom the primary driver or "entrant" fee is paid. There is always a primary driver for any vehicle. A co-driver is any second or additional person who will also drive the same vehicle and for whom co-driver fees are paid. A co-driver is also an entrant as that term is used in these policies.

1. Participants other than PCA members will be allowed if registration permits. However, an additional \$10 entry fee may be charged to all entrants who are not PCA national members.
2. For all drivers' education events, there may be a \$20 late registration charge per driver for registrations which do not include full payment made less than seven days before the event. Full refunds minus handling fees will be made for cancellation of registration made at least 24 hours before the event. AMR's policy for refunds based on event cancellation is that they must be applied for before the end of the calendar year in which the event would have taken place. For rally/tour events with overnight stays, prepaid dinners, or other non-refundable expenses, see the newsletter or other event information concerning the refund policy.
3. For all drivers' education events, an additional \$20 fee shall be assessed for each vehicle that must be given a full technical inspection at the track unless the owner resides more than 30 miles from the nearest pre-tech location. This fee does not apply to trailered vehicles.
4. The primary driver of a vehicle cannot also register as a co-driver of that vehicle.
5. A primary driver of a vehicle may not drive in a practice session or timed run in place of a co-driver of that vehicle, and vice versa.
6. In order for a vehicle to be entered in more than one class in an event, or for any entrant to enter more than one vehicle, additional full registrations must be paid for each additional class or vehicle.
7. An entrant who enters the same vehicle in more than one class or who enters more than one vehicle shall get the normal number of practice sessions or timed runs for each entry, subject, however, to the obligation to perform corner working the same number of times as single entrants, or, in the case of an instructor, to be available for instruction to the same extent as a single entrant instructor.
8. At an Autocross or Driver's Education track event, only the entrant and a certified AMR or RMR driving instructor may be in the vehicle while it is driven on the course or track during practice sessions. During timed runs in such events, only the entrant may be in the vehicle. See #9 for "Taste of the Track" participation.
9. "A Taste of the Track:" with the approval of the event chair and the chief instructor, a person who is not otherwise entered in the event who is PCA member or guest of a PCA member, may ride with an instructor in a slow run group during one session. The participant must be registered for the event at the reduced "Taste of the Track" fee.
10. A current, valid driver's license is required of all entrants.
11. No entrant or "Taste of the Track" participant may be less than 18 years old, except under the Junior Participation Program in RMR Autocrosses and Rally/Tours.

X. RALLY GENERAL RULES

General Instructions for TSD Rallies

I Introduction

Time-Speed-Distance (TSD) rallies are driving events where competitors are provided a set of instructions to travel a designated route, at directed speeds, on open, public roads. There may be one or multiple legs needed to cover the route, with each leg scored independently. The instructions and speeds directed are to be followed as precisely as possible. By doing so, the rallyist will traverse the course over a set time. The rally team is scored on how closely their time compares to the calculated perfect time for traversing each leg of the course. Points are assigned (see Part VII) for the amount of time, either early or late, that the rallyist deviates from the calculated perfect time. The points for each leg, plus any penalty points assigned (see Part VII), are totaled to derive the final score. The lowest score wins.

These General Instructions are meant to provide consistency among rallies sponsored by the Alpine Mountain and Rocky Mountain Regions of the Porsche Club of America. Their use is required for Time-Speed-Distance rallies that are a part of the Enthusiats Series of events and is encouraged for other rally events. Non-TSD rallies, or so-called "gimmick" rallies, are encouraged to use the relevant non-timing portions of these rules

II. The Event Supplement

These rules are not meant to stifle the creativity of the event organizers, and anything herein can be modified and added to. A Supplement to these General Instructions must be provided to contestants prior to or on the day of the event to explain any changes and to meet the requirements of these General Instructions regarding course following rules and priorities (see Part III).

Other topics in the Supplement, if not otherwise conveyed to the contestants, should include: start line procedures (where and when Route Instructions will be handed out), starting time, placement of car number, maximum distance between instructions (see Part IV), and multiple copies of the Time Delay Request form (see Part IX).

III. The Route

All rally roads are through public roads. Roads marked "Dead End," "No Outlet," "Private Drive" or similar phrases, or that visibly end in a cul-de-sac or barricade, do not exist unless a Route Instruction clearly states otherwise. Park and school parking lots may be used at controls or as directed in the Route Instructions.

At each intersection you encounter, execute the active Route Instruction if it is applicable. If the active instruction is not applicable, execute the first applicable of the "Main Road Rules" which determines a unique route. The possible main road rules are cited below and may be referenced in the Supplement by the short title indicated. The Supplement for the particular event must make clear which main road conventions are in effect for that rally and in what priority order they should be applied.

CENTERLINE: Follow the main road as indicated by a painted centerline.

CWA: Follow the main road as indicated by a **Curve Warning Arrow**.

ONTO: When placed "on" or "onto" a road by name or number, the rallyist is to continue on that road, however it may turn, until a subsequent course-directing Route Instruction is executed. That is, if the rallyist has been placed "onto" a road and that road makes a turn, the rallyist will turn to follow the road in the absence of an instruction to do otherwise.

PROTECTION: Take the road that is "protected;" that is, one that does not have a Stop or Yield sign. The presence of a Stop or Yield sign on the road on which you enter the intersection is immaterial. It will be necessary to recognize backward facing Stop and Yield signs by their standard shapes to apply this rule.

SURFACE: Leave the intersection on a road that has the same surface (paved or unpaved) as the one on which you entered. Roads that visibly change surfaces a short distance beyond an intersection are considered to change at the intersection.

RIGHT (or LEFT) AT T: Turn right (or left) at a T intersection (see definitions).

STRAIGHT AS POSSIBLE: Go as straight as possible, but do not use this rule to leave a limited access highway or Roundabout.

IV. Route Instructions

The Route Instructions, combined with these General Instructions as supplemented for the event, will guide your route and time through the rally. Execute each instruction at the first opportunity, unless stated otherwise, in ascending numerical order. Each must be completely executed before the next becomes active, unless the instruction clearly states otherwise. Material in parenthesis is meant to be helpful but is not essential to the proper execution of the instruction.

Instructions may reference signs, objects or places along the rally route. When an instruction includes words, letters, numbers or symbols within quotation marks, you must see those words, letters, numbers or symbols on a sign along the rally route in the normal sequence as they were meant to be read. When less than an entire sign is quoted in an instruction, a prominent portion will be quoted and no words, letters or numbers between or among those quoted will be left out. All quoted signs will be on the right of the rally route unless otherwise indicated (see Definitions) and will be readable from your direction of approach (i.e. there will be no requirement to look backward to execute a Route Instruction).

When an instruction references objects or places along the rally route, such objects or places must be identified by a sign (which may be anywhere) or must be defined in these General Instructions. Such references will be in ALL CAPITAL LETTERS without quotation marks. Terms specifically defined in these General Instructions should be used only as defined.

In signs quoted or those identifying landmarks, spelling is accurate but case and punctuation may be ignored. Symbols (such as arrows) may be ignored unless they are cited in the instruction.

Speeds cited in CAST instructions (see Definitions) are in miles per hour and are average speeds over the distance they are in effect. It will not be necessary to violate any speed limits or other traffic laws to achieve a perfect score at any control.

To avoid lengthy off-course excursions by the rallyists, the Route Instructions (or Supplement if the rallymaster prefers) should state the maximum distance between the execution points of consecutive Route Instructions. It is recommended that this be not more than 5.0 miles.

If on the day of the rally a sign is missing or there is an unexpected change in the route, the lead car may post an EMERGENCY SIGN. Such a sign will be marked "PCA" and if it contains an arrow, go in the direction indicated without executing an instruction. If the sign includes an instruction number, execute that instruction at the first opportunity and delete any unexecuted lower numbered instructions.

V. Definitions and Abbreviations

And	When used in a two-part Route Instruction, complete both parts in order before going onto next Route Instruction.
At	"In the vicinity of" for turns; "even with" for speed changes and pauses.
After	Unless the instruction specifies otherwise, the indicated action is to be taken at the first opportunity following the designated landmark or sign.
Bear Right (or Left)	A turn in the indicated direction of substantially less than 90 degrees
Before	Any navigational aid identified by the use of the word "before" will be visible from the point of the instruction's execution. The indicated action is to be taken at the last opportunity before the referenced sign or landmark.
CAST	An acronym for C hange A verage S peed T o, indicating that the preceding average speed is to be discontinued and replaced by the value given after "CAST."
CO ##	Colorado Highway Number ##
CWA	C urve W arning A rrow Highway sign with arrow indicating curve. May have advisory speed limit.
Free Zone	A part of the timed rally route in which there are no timing controls.
I ##	Interstate Highway ##

- Intersection** The point of any meeting or crossing of two or more rally roads where the rallyist has a choice of directions in which to proceed without making a U-turn.
- Left or L** A turn to the left of from 1 to 179 degrees.
- OBS** "Observe." To take note of a specific sign, landmark, object or place along the route of travel.
- Odometer Check Leg** A group of instructions at the beginning of a rally that will allow you to compare your odometer readings with that of the car that made the official measurement on which the timing calculations are based. If your mileage is higher or lower than that given for the check leg, you should adjust the CAST speeds in the instructions by a comparable percentage. For example, if the official mileage of the Odo Leg is 8.57 miles and it registered 9.43 on your odometer, you are higher by a factor of 1.10 (9.43/8.57). You should then adjust all CAST speeds by that factor. CAST 30 in the instructions would in effect be CAST 33 for your car.
- Or** Execute either the portion of the instruction before the word "or" or the portion after the word "or," but not both. The first opportunity encountered should be used to execute the instruction.
- Pause** To delay a specified time at a named point or during passage of a specified distance. The pause time is added to the time required at a given average speed to traverse the specified distance. The specified distance over which a pause is operative is a Free Zone.
- Right or R** A turn to the right of from 1 to 179 degrees.
- RRX** A railroad crossing at grade on the rally route. Each pair of rails is a separate crossing.
- Roundabout** The modern version of a traffic circle. Continue counter-clockwise around the circle until instructed to leave it
- SL** An official black on white speed limit sign posting a speed on the rally route, which the rallyist is obliged to obey. May be specifically referenced to the posted speed as SL50, SL45, etc.
- SA** Sign Anywhere (left, right or overhead)
- SOL** Sign on Left
- STOP** "Stop" (in quotations) or STOP (without quotations) refers to a red octagonal sign with white letters at an intersection that faces and is applicable to the rally route, even if you are making a right turn and appear to avoid the STOP. Count only one STOP per intersection.
- T** An intersection having the general shape of the letter "T" approached from the base and requiring a turn to the left or right. It is not possible to go straight at a T.
- Traffic Light or TL** A signal consisting of red, yellow and green lights designed to control traffic at an intersection on the rally route. It need not be operational or it may be operating as a blinker. Count only one traffic light per intersection.
- Transit Zone** A part of a rally route in which there are no timing controls and in which no specific speed need be maintained. Either an exact time for passage or a restart time from the end of the Transit Zone will be given. An approximate distance for the length of the Transit Zone may be given.
- Turn Toward** Turn (may also specify left or right) in the direction indicated by an arrow on a sign referencing an object or place referenced in an instruction, or turn toward a sign or landmark referenced in an instruction.
- US ##** US Highway ##
- U-turn** To reverse direction and proceed in the opposite direction along the road being traveled to that point.
- Y** An intersection in the shape of a "Y," approached from the base and requiring a turn to either the right or left. Either turn will be substantially less than 90°.

YIELD "Yield" (in quotations) or YIELD (without quotations) refers to a red and white triangular sign with the tip of the triangle pointing downward at an intersection and controlling the lane of travel for the rally route. Count only one YIELD per intersection.

VI. Control Procedures

All Controls (or Checkpoints) are manned, open controls on the right side of the rally route. Each marks the end of one leg and the beginning of the next. The time you are early or late at a control will determine your penalty; you cannot make up or lose that time on the next leg. Checkpoint procedures are outlined below:

1. Pass the timing line, marked by "√." at rally speed. Stay in line; do not pass other cars prior to completing Step 2.
2. Hand your scorecard and Delay Allowance slip (if any) to the worker at the timing table, then immediately pull past the timing table a short distance. Check your rearview mirror to make sure you are not keeping other cars from reaching the timing table. Stay in your car.
3. Your scorecard will be returned to you by a runner with your recorded in-time and assigned out-time filled in. This is the official record. Resolve timing discrepancies immediately with the captain. Copy the times and make score calculations on the extra copy of the score card for your record since the official cards will be turned in. You will also receive a leg critique slip containing the official leg time, leg mileage, out speed, next instruction, and in some cases the specified restart point and/or special instructions.
4. After receiving your card from the worker, immediately pull ahead to the restart marker, noted by the letter "R", an orange pylon, or a sign or landmark specified on the critique slip. Your assigned time out is from the restart marker; the distance between the timing line and the restart point is not used in the timing calculations. Do not block the restart sign or allow the restart area to become congested.

If other than manned, open controls are used (such as Do-It-Yourself, Off Course, Monte Carlo, or Passage, for example), the operating and scoring procedures shall be clearly stated in the Supplement.

VII. Scoring and Penalties

You will be penalized one point per hundredth of a minute early or late at a control up to a maximum of 500 points (5 minutes). You will be penalized 500 points for missing a control or entering it after it has closed, plus 500 points at the next control reached.

You may be penalized, at the discretion of the checkpoint captain, 250 points for 1) unsafe conduct (e.g. parking so as to block other traffic or excessive speed) at a checkpoint or 2) disrupting the operations of a checkpoint (e.g. arguing about your score or trying to solicit information about the conduct of the rally).

You may be penalized, at the discretion of the checkpoint captain, 100 points for "creeping" (less than one-half the assigned speed) or unauthorized stopping or U-turn within sight of a control.

Any car receiving a ticket for a traffic violation during the conduct of a rally is subject to disqualification.

The official copy of the scorecard must be turned in at the end of the rally and the event committee will calculate your scores for you, supplemented if necessary by the checkpoint logs. You are not required to calculate your own scores; however, if you do not transfer your times onto the extra copy, you will have to accept the calculation of your score. If you do not turn in your scorecard, you will be considered a "DNF" but will receive participation credit for an Enthusiasts Series event.

VIII. Classes

Unless specified otherwise in the Supplement, there is only one class on a rally and there is no restriction on the equipment that may be used, other than there shall be no two-way communication among competing vehicles.

Each car must have a driver and navigator, and no other passengers over the age of 12.

IX. Delay Allowance

You may submit a delay Allowance claim for any reason. Blank Delay Allowance forms will be provided, and if used, it must be filled out and turned in at any control for which you are claiming a delay. ***The "no-fault" use of Delay Allowances is a safety measure. Please use it as an alternative to speeding to make up time after an off-course excursion or other unforeseen delay.*** Please request delay times in whole minutes plus .25 minute (to keep you from getting on the same arrival time as another car); use no more than one slip at any one control; and claim no more than 20 minutes in

total over the event, as use of a Delay Allowance will not protect you from a closed control (they cannot know in advance that you are coming late). A typical delay allowance form is shown in Appendix E.

APPENDIX A

The AMR/RMR Enthusiast Series

The Enthusiast Series (ES) is a friendly competition for members of the Alpine Mountain Region (AMR) and the Rocky Mountain Region (RMR) of the Porsche Club of America. These two regions cover all of Colorado. RMR includes the northern portion and is headquartered in Denver. AMR covers the southern portion and is headquartered in Colorado Springs.

Purpose: To foster participation in AMR/RMR Driver Education, autocross, tour, rally and concours events.

Eligibility: Participants in the ES must be members of AMR or RMR. To be eligible for end of the year awards a member must participate in at least a DE, an autocross and a rally or tour "from each club". A minimum of 6 events with 3 from each club.

Anyone who meets the requirements of the 2010 AMR/RMR Event Guideline may participate in these events. To be scored in the ES the participant must also be a member or affiliate member of either AMR or RMR.

Unit of measure: One day of participation in or working on the above type events (a full list is below) is equal to one Participation Point. A two day DE with the participant or worker working both days is worth two Participation Points. Both drivers and navigators will be awarded points in Rallies and Tours.

Awarding points: Participants will be awarded points based on their registration for the events, output of Motorsportreg.com and walk-in registrations, as determined by the event registrar and communicated to the ES committee via email within 3 days after the event. The Chairs of the event may award Participation Points to those that worked the event but did not drive or navigate in the event, one Participation Point per day worked. The Chairs may award points to themselves if they were not drivers or navigators in the event. Again the Chairs must send the ES committee their information for Participation Points to the committee via email within 3 days after the event.

Posting of Results: The ES committee will post the event results and up to date ES standings on the AMR and RMR web pages within one week after the event.

Awards: There will be separate awards for men and women each for the top 5 within both AMR and RMR. The awards will be in trophies and Participation Bucks. The Participation Bucks will be credits in Motorsportreg.com for the cost of participation in next year's events. AMR will pay their costs and RMR will pay their costs. The awards will be given out at the AMR and RMR Holiday Celebrations. The awards for each club for the top five men and the top five women are:

First Place – trophy and 250 Participation Bucks
Second Place – trophy and 200 Participation Bucks
Third Place – trophy and 150 Participation Bucks
Fourth Place – trophy and 100 Participation Bucks
Fifth Place – trophy and 50 Participation Bucks

2010 Enthusiast Series Rules Committee:

RMR: Joe Warren - warrenjoe@comcast.net

AMR: Jim Sorensen (719) 488-3373
Phil O'Brien
Chris Lennon – consulting

2010 ENTHUSIAST SERIES EVENTS

<u>EVENT</u>	<u>DATE(S)</u>	<u>Possible Points</u>
1. AMR Gimmick Rally	April 3	1
2. AMR Autocross World Arena	April 17	1
3. RMR DE	April 25	1
4. RMR Autocross	May 2	1
5. AMR La Junta Driver's Education	May 15-16	2
6. AMR Pueblo Driver's Education	June 5-6	2
7. RMR Spring Tour	June 12	1
8. RMR Charity Concours d'Elegance	June 13	1
9. RMR High Plains Driver's Education	June 19-20	2
10. AMR Summer Autocross	June 26	1
11. RMR 3 Day Continental Tour	June 9-11	3
12. AMR Tour de Teluride	July 15-18	3
13. RMR DE Ladies Day	July 17	1
14. RMR DE President's Day	July 18	1
15. AMR Pueblo Driver's Education	July 31-Aug 1	2
16. AMR Tour Palooza	Aug 6-8	3
17. RMR Super DE	Aug 14-15	2
18. RMR Round Table Charity Tour	Aug 21	1
19. AMR Autocross PPIR	Sept 4	1
20. AMR Rocky Mountain Concours - Broadmoor	Sept 5	1
21. RMR High Plains Driver's Education	Sept 18-19	2
22. AMR Fall Tour	Sept 25-26	2
23. AMR Gimmick Rally	Oct 9	1
24. RMR High Plains Driver's Education	Oct 16-17	2
25. RMR Trick or Cross Autocross	Oct 24	1
	Grand Total	39

APPENDIX B

RMR/AMR Driver's Education Event-Pre-Tech Inspection Sheet

Name of Event _____ Date of Event _____

Driver's Name _____ Car # _____ Today's Date _____

Class _____ Year _____ Mfg _____ Model _____ Color _____ License Plate # _____

Modifications _____

OR, for PCA Club Racers, a current PCA Club Race Log Book in lieu of Pre-Tech Inspection for each DE event ____

Lights and Controls:

- Brake lights (Must have both brake lights on track)
- Headlights (Courtesy check)
- Turn signals (Courtesy check)
- Pedals - Travel & Feel (Must have firm brake pedal)
- Steering wheel play (Must not be excessive or sticky)
- Fire extinguisher (Req'd for P, I & M Classes)

Front/Rear:

- Battery (Must be tied down securely)
- Brake fluid _____ (bleed/change date)
- Wiring (Must be tied down securely)
- Rust/unsafe body damage (Good structural integrity)
- Negative Camber on 356 (Positive Camber not allowed)

Restraint System:

- Seats Secure – L & R
- Equivalent Restraint System – L & R
- Factory Seat – L & R (3-Point Belts – Both Sides)
- Aftermarket Street Seat/Race Seat – L & R
(5 or 6 Point Harness (Req'd w/ Race Seats))
(3-Point Harness-Aftermarket Street Seat only)
Belt Expiration Dates _____
- Factory Roll Over Protection
(986/987-S Only)
(996/997-S/P Only)
- Roll Bar/Roll Cage/Extenders
(Broomstick Test *** Helmet Must be Below Stick)

Engine:

- Cleanliness (No excessive leakage allowed)
- Belts & hoses (Good condition-secure clamps)
- Distributor/Ignition components secure
- Air cleaner secure
- Linkages and throttle return spring (No sticking)
- Gas lines (No leakage-secure clamps & fittings)
- Oil fill cap secure (Check tightness to prevent fire)

Lift:

- Wheels (No excessive damage)
- Lug nuts (Aluminum lug nuts Not recommended)
- Tire clearance (No excessive rubbing allowed)
- Tire condition (1/16" minimum for street tires)
- Brake pads (Must have 1/4" minimum)
- Wheel bearings (No excessive play)
- Steering mechanism (No sticking-good condition)
- Shock absorbers (Check for leakage)
- Brake lines (Absolutely no leakage)
- Suspension components (Fasteners must be tight)
- Drive line components (Check CV joint boots)
- No substantial leakage (Oil or coolant)

Any deficiencies must be corrected prior to the event. A signed/approved Pre-Tech Inspection Sheet is required to obtain your event packet at registration the morning of the event.

Pre-Tech Inspector's Comments: _____

I hereby acknowledge that I am solely responsible for the safe condition of my vehicle and that I have read the Event Rules (found on RMR-PCA Website) and understand them, and agree to abide by them completely during the event.

Owner's Signature _____ **Date** _____

Pass **Fail Inspected by** (Print Name) _____ **Date** _____

Top Tech Check (Reminder when you get to the event)

- Loose objects removed from trunk and interior
- Floor mats removed (or bolted down)
- Radar detector and garage door openers removed
- Helmet 2000 M or SA rating or newer
- Sun roof closed
- Drivers Window to Remain Open While On the Track

Note: Tech inspections may be completed by any professional Porsche repair shop or any club member who has attended the RMR tech inspector training course. Many local Porsche shops offer free Pre-tech inspection – if you cannot attend Pre-Tech (10 days prior to event) check with your favorite Porsche repair shop. Members may not inspect their own cars. Revised February 2010.

APPENDIX C

2010 Annual Track Car Tech Inspection Sheet (Trailer Track Cars Only)

Valid for calendar year of inspection

A copy of this form must be given to the registrar when checking in for each event

Driver's Name _____ Car # _____ Inspection Date _____

Class _____ Year _____ Model _____ Color _____ License Plate # _____

Modifications _____

Lights

- Brake Lights
- Headlights
- Turn Signals

Interior

- Seats secure
- Seat belts – left & right
- Pedals – travel & feel
- Fire extinguisher (if req'd)
- Steering wheel play
- Roll bar (if req'd)

Front/Rear

- Battery
- Brake fluid _____ bleed/change date
- Wiring
- Rust/unsafe body damage
- Negative camber in 356

Engine

- Cleanliness
- Belts & Hoses
- Distributor secure
- Air cleaner secure
- Linkages and throttle return

Gas lines

Lift

- Wheels
- Lug nuts
- Tire clearance
- Tire condition
- Brake pads & disks
- Wheel bearings
- Steering mechanism
 - Shock absorbers
- Brake lines
 - Suspension components
 - Drive line components
 - No substantial leakage

Comments _____

I acknowledge that I am solely responsible for the safe condition of my car, and that I have read the Challenge Series rules and understand them, and agree to abide by them at all events.

Owner's Signature _____ Date _____

Pass Fail Date _____

Inspected by (print name & company) _____

Top Tech Check (reminder when you get to the event)

- Loose objects removed
- Floor mats removed (top & interior)
- Radar detector removed
- Sun roof closed
- Helmet 2000 M or SA rating or newer

NOTE: Tech inspections may be completed by any professional Porsche repair shop or any club member who has attended the RMR tech inspector training course. Many local Porsche shops offer free tech inspection – if you cannot attend pre-tech check with your favorite shop. Members may not tech their own cars.

APPENDIX D

VEHICLE CLASSIFICATION

In case a participant wishes to compare his/her lap or autocross times with vehicles of similar performance, cars have been divided into different classes based on their performance potential and classes for all cars are given in this section. Event Chairs may use these classifications for purposes of awards etc. Classes are NOT used in the Enthusiast Series (see Appendix A). The classifications were taken from the 2009 Porsche Parade Classifications for Autocross.

A. Miscellaneous Requirements

1. Non-Porsche Vehicles will only be allowed to run in exhibition class (EX) at DE's and Autocrosses.
2. All cars must comply with the requirements of Chapter VII Vehicle Technical Requirements.

B. Showroom Stock Category

These vehicles are as manufactured with any maintenance done with factory equivalent parts.

S01: 968 (1992-1995), All
S02: 911 Carrera 2 (964:1990-1994), Carrera 4 (964:1989-1994), All, RS America (1993-1994)
S03: Boxster (986:1997-2004)
S04: Boxster S (986:2000-2004)
S05: Boxster (987:2005-On), Cayman (2006-On)
S06: Boxster S (987:2005-On), Cayman S (2006-On)
S07: 911 Carrera (993:1995-1998), All
S08: 911 Carrera (996:1999-2005), All except 996 GT3
S09: 911 Carrera (997:2005-On), All except 997 GT3
S10: 911 Turbo (965/993/996/997: 1991-On), All except 996/997 GT2
S11: Cayenne (9PA:2003-On), All
S12: 996 GT2/GT3 (2002-2005); 997 GT3 (2005-On), 997 GT2 (2008-On), Carrera GT (980:2004-2005)

C. Production Category

These vehicles have had performance upgrades but are still street legal vehicles. Or they are of an age where they should have had significant maintenance and performance upgrades. Typical performance upgrades are tires with tread wear of less than 140, track grade brake pads, Harness/Seat systems, Porsche M030 suspension upgrades. The interiors of these vehicles remain as manufactured except for seats.

P01: 356, All; 912/912E, All
P02: 914/4, All; 924, All
P03: 924S 2.5, All; 924 Turbo (931), All; 944, All; 944S, All
P04: 944 Turbo (951), All
P05: 944S2, All; 968, All
P06: 911 (1965-1969), All; 914/6, All
P07: 911 (1970-1977), All
P08: 911SC (1978-1983), All
P09: 911 Carrera 3.2 (1984-1989), All; 911 Speedster (1989)
P10: 911 Carrera 2 (964:1990-1994) and Carrera 4 (964:1989-1994), All; American Roadster, All; RS America (1993-1994)
P11: 911 Carrera (993), All
P12: 911 Carrera (996:1999-2005), All except 996 GT3; 911 Carrera (997:2005-On), All except 997 GT3
P13: 911 Turbo (1976-On), All; 996 GT2/GT3 (2002-2005), 997 GT3 (2005-On)
P14: Boxster (986:1997-2004), All
P15: Boxster S (986:2000-2004), All; Boxster (987:2005-

On), Cayman (2006-On)
P16: Boxster S (987:2005-On), Cayman S (2006 On)
P17: 928, All

D. Improved Category

These vehicles have had further performance upgrades and may or may not be street legal vehicles. Performance upgrades typical of this category are; engine modifications, racing tires or tires with a tread wear of less than 50, non-Porsche suspension modifications, or significant weight reduction.

I01: Progressed Cars (All 4 Cylinder, up to 1999cc; 1800 pounds minimum)

I02: Progressed Cars (All 4 Cylinder, 2000cc up to 2699cc; 2500 pounds minimum)

I03: Progressed Cars (All 4 Cylinder, 2700cc and above; All 6 Cylinder, up to 2399cc; 2200 pounds minimum)

I04: Progressed Cars (All 6 Cylinder and above, 2400cc up to 3199cc; All Turbo/Supercharged 4 Cylinder; 2150 pounds minimum)

I05: Progressed Cars (All 6 Cylinder and above, 3200cc and above; 2700 pounds minimum)

I06: Progressed Cars (All Turbo/Supercharged 6 cylinder and above; 2500 pounds minimum)

E. Modified Category

These vehicles are for use only at the track.

M01: Progressed Cars (All 4 Cylinder, up to 1999cc)

M02: Progressed Cars (All 4 Cylinder, 2000cc up to 2699cc)

M03: Progressed Cars (All 4 Cylinder, 2700cc and above; All 6 Cylinder, up to 2399cc)

M04: Progressed Cars (All 6 Cylinder and above, 2400cc up to 3199cc; All Turbo/Supercharged 4 Cylinder)

M05: Progressed Cars (All 6 Cylinder and above, 3200cc and above)

M06: Progressed Cars (All Turbo/Supercharged 6 cylinder and above)

APPENDIX E
TSD Rally Time Delay Request

TIME DELAY REQUEST

Car Number_____. Time Requested____.50 minutes. Control Number_____.

Signature_____

TIME DELAY REQUEST

Car Number_____. Time Requested____.50 minutes. Control Number_____.

Signature_____

TIME DELAY REQUEST

Car Number_____. Time Requested____.50 minutes. Control Number_____.

Signature_____

TIME DELAY REQUEST

Car Number_____. Time Requested____.50 minutes. Control Number_____.

Signature_____

TIME DELAY REQUEST

Car Number_____. Time Requested____.50 minutes. Control Number_____.

Signature_____
