

2015
AMR/RMR EVENT RULES



ALPINE MOUNTAIN REGION
AND
ROCKY MOUNTAIN REGION
Of the
PORSCHE CLUB OF AMERICA

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TABLE OF CONTENTS

- I. INTRODUCTION.....page 3
 - A. GENERAL RULES.....page 3
 - B. SAFETY POLICY.....page 3
- II. AUTOCROSS RULES.....page 4
- III. DRIVER'S EDUCATION EVENT RULES.....page 4
 - A. PASSING PROCEDURES.....page 6
 - B. EXPANDED PASSING PROGRAM.....page 6
 - C. TRACK TOURS.....page 7
 - D. EMERGENCY POLICY AND PROCEDURES.....page 7
 - E. MEDICAL EVACUATION POLICY.....page 7
 - F. CORNER WORKING.....page 8
 - a. PROCEDURES.....page 8
 - b. FLAGS.....page 8
- IV. CONCOURS RULES.....page 9
 - A. GENERAL.....page 10
 - B. JUDGING.....page 10
 - C. BONUS POINTS.....page 11
 - D. AWARDS AND PROTESTS.....page 11
- V. RALLY GENERAL RULES.....page 11
 - A. THE EVENT SUPPLEMENT.....page11
 - B. THE ROUTE.....page 12
 - C. ROUTE INSTRUCTIONS.....page 12
 - D. DEFINITIONS AND ABBREVIATIONS.....page 13
 - E. CONTROL PROCEDURES.....page 15
 - F. SCORING AND PENALTIES.....page15
 - G. CLASSES.....page 15
 - H. DELAY ALLOWANCE.....page 15
- VI. TOURS.....page 15
- VII. ADMINISTRATIVE RULES FOR EVENTS.....page 16
- Appendix A - TSD Rally Time Delay Request.....page 17

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 2015 and replaces earlier versions.

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 2015.

A. 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.
- In general only persons at least 18 years of age may participate in any driving event. However, 16 and 17 year-old's who are relatives 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, pca.org, and on the RMR-PCA website, rmr.pca.org). Participants in the Junior Participation Program should check with registration prior to the event to be sure that all the guidelines are completed.
- 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. Vehicles should meet tech inspection standards for Autocross events. See the 2014 AMR/RMR TECH INSPECTION REQUIREMENTS for vehicles and helmets.
- A valid Driver's License is required of all entrants at all events.
- Questions about Event Rules should be addressed to the Boards of AMR/RMR. The Boards of AMR/RMR will work with the Chief Driving Instructor Committee, Control Committee, Safety Committee, and Event Chairs to quickly provide an answer.

AMR/RMR members may submit suggestions for changes to the Boards of AMR/RMR at any time.

B. SAFETY POLICY

The goal of the safety policy is to make all events as safe as possible through safety procedures appropriate to our driver's 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 a Committee composed of the Event Chief Driving Instructor, Control Chairperson, Event Chair, and the Safety Chairperson.

The 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.

Use of alcohol or drugs is not allowed during any driving 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.

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 extinguishers and oil drying compound to be used on the track.
- Participants acting as corner workers will wear orange vests at all times.

II. AUTOCROSS RULES

An Autocross is 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 "walkthroughs".

The following rules apply specifically to Autocrosses:

- All entrants must attend a Drivers' Meeting prior to the start of the event.
- Approved helmets (as defined in 2015 AMR/RMR Tech Inspection Requirements) must be worn while driving on course and be in good condition.
- Seat belt use is required.
- 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 should meet the 2015 AMR/RMR Tech Inspection Requirements. Vehicles may be subjected to an inspection prior to the start of the Autocross. If, in the opinion of the event chair, or safety chair or a qualified tech inspector, the vehicle does not meet the Tech Inspection Requirements and might pose a safety concern, then the vehicle will not be allowed to participate until the concern is rectified.
- 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.
- The only passengers allowed during timed runs are designated instructors.
- A designated instructor is required to ride with an entrant in the Junior Participation Program.
- All entrants are expected to work the event.
- At 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 Drivers' Meeting. The final pylon time penalty assigned to a run or rerun will be the total of pylon penalties recorded during that run.

III. DRIVER'S EDUCATION EVENT RULES

Driver's Education (DE) events are designed to be educational events for improving driving skills. Participants will be placed into run groups by the event Chief Driving Instructor (CDI), based primarily on driver experience, and run group assignments may be adjusted by the event CDI as required.

Driver's Education events aim to develop car control skills. Therefore, participants are expected to maintain control of their vehicles. If a participant experiences a significant loss of control, then that participant must exit the track at the first opportunity and discuss the incident with the event CDI, either in a designated Black Flag Station or, if there is no Black Flag Station, then in the paddock. A significant loss of control includes driving with more than 2 wheels off track and spinning. The goals here are to check for mechanical issues and to help the participant identify the cause of the loss of control and determine appropriate corrective action in order to permit the participant 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 significant loss of control, he or she may be asked by the CDI to retire from the event. This is the so-called "Two-Spin" rule.

In order to participate in an event, each vehicle must complete a Technical Inspection and have an approved Technical Inspection Form, which is provided to and retained by the on-site Registration. The forms and information on vehicle requirements are in the 2015 AMR/RMR Tech Inspection Requirements. Cars that qualify for the Annual inspection program must present a copy of the Annual Technical Inspection Form to the Registrar. For Race cars, a copy of the current year approved Sanctioning Body Inspection Form must be attached to the Technical Inspection Form and will be retained by Registration.

Technical Inspections will be held about 10 days prior to all Driver's Education events. Technical Inspection will be provided at the track prior to registration for a fee of \$50. The fee is waived for cars of participants living over 30 miles away from the nearest Tech Inspection site.

The following additional rules apply to Driver's Education events:

- All participants must attend the morning drivers' meeting each day, at the start of the event. In addition, a separate meeting may be held specifically for novice drivers. Additional meetings may be required, and if so, they will be announced and/or in the event schedule..
- An approved helmet (as defined in Tech Inspection Requirements) in good condition must be worn when on track.
- 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 a fire retardant suit.
- 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.
- All Targa tops must be installed. All sunroofs must be in the closed position.
- SFI and/or FIA approved arm restraints in good working order are required for drivers and passengers of all open vehicles which do not have their soft tops up or a hardtop installed.
- All open cars and convertibles must have factory rollover protection or a roll bar that meets PCA Club Racing standards.
- SUVs and high center of gravity vehicles are not allowed.
- Porsche Cayennes and Macans are allowed.
- All participants except Instructors may be required to work corners at AMR events.

- Participants who have never driven a specific track must have an Instructor drive their vehicle at least for the first few laps, unless waived by the event CDI.
- No passengers are allowed in a vehicle except for an approved Instructor.
- No passengers are allowed during timed runs.
- Windows should be down and doors unlocked during DE sessions.
- No racing is allowed.
- Passing is allowed only at designated areas on the track and as described in the following paragraphs.

A. PASSING PROCEDURES

Passing procedures are as follows:

- The vehicle in front controls when passing will take place, not the vehicle that wants to pass. Passing is to be performed only in designated areas that will be specified at the drivers' meeting at each Driver's Education event.
- The vehicle being passed should remain on the "driving line".
- All passing must be initiated WITH A HAND SIGNAL
- All signals MUST BE prominent and demonstratively clear.
- All signals are "real time." When a passing signal is given, the car behind should be expected to pass then, not later.
- If the driver behind is to pass on the left, then the driver ahead must hold his or her left arm straight out and point left. If the driver behind is to pass on the right, then the driver ahead must hold his or her left arm out the window and point over the top of the car's roof to the right.
- Once a passing signal has been given, the driver ahead should slow down to allow the vehicle or vehicles behind to pass.
- Following vehicles must not pass until the signal is given. If the vehicle ahead is slower than the vehicle(s) behind and no passing signal is given, then the vehicle(s) behind may exit the track at the appointed place and be placed back on track by the Starter.
- All drivers should check the rear view mirrors frequently, especially when entering a straight, to see if they are holding up other vehicles
- If a participant is impeding the progress of a vehicle or vehicles behind them, then that participant must allow the vehicle(s) behind to pass.
- If a yellow flag is signaled, no passing is permitted from the corner worker station displaying the yellow flag until the next staffed corner worker station that is NOT displaying a yellow flag.
- A passing flag may be shown if a participant repeatedly impedes the progress of a vehicle(s) behind.
- If the passing flag is disregarded, the participant will be black flagged, and may be asked to retire from the event.

B. EXPANDED PASSING PROGRAM

The Chief Driving Instructor may choose to implement the PCA Expanded Passing program. Expanded Passing is run ONLY in the Instructor run group(s) (which may include non-Instructors in the judgment of the event CDI, based on established standards). With Expanded Passing, passing may occur on all portions of the track, except those areas of the track that are expressly excluded (which will be identified at the drivers' meeting). Expanded Passing is subject to all the general passing rules noted above, except that the areas where passing may occur is expanded. If there is an Expanded Passing group(s) at a DE event, then drivers in the Expanded Passing group(s) must follow these restrictions:

- No more than two cars may be side-by-side in a turn.
- When entering a turn with another car, NEITHER DRIVER OWNS THE TURN. Each driver must share the track 50-50, as if there were a white line down the middle.
- The Chief Driving Instructor may designate up to five (5) Instructors per event who may take

advanced students as passengers (no beginners or novices), and only for purposes of instruction or transition to Expanded Passing.

- All drivers in the designated run group(s) must willingly participate in Expanded Passing. Any driver who does not wish to participate should ask and will be moved to another run group.
- This program is self-policed, and any driver passing without a signal or over-aggressively may be asked to retire from an event or may be excluded from the Expanded Passing program.

C. TRACK TOURS

AMR/RMR may optionally implement a Track Tour program, usually at noon. This program allows Non-participants the opportunity to experience the track in a comfortable low-speed session.

Passengers are allowed. Requirements for the Participant(s) are:

- The participant will be driving his/her own vehicle.
- The driver participant must have a valid driver's license, pay the region's Track Tour fee and must print & sign the appropriate insurance waivers.
- Under age participants (minors) must have a responsible adult print & sign the appropriate waiver (ParentalWavierTouringLaps.pdf) for them, and shall use DOT-approved restraints appropriate for their age & weight.
- All occupants will use at least DOT-approved seatbelts and securely fasten them.
- Helmets are not required.
- All vehicle doors must be securely closed and seatbelts securely fastened.
- It is mandatory to keep speeds well below "track speed," with a maximum speed of 60 mph.
- No passing is allowed.
- The Track Tour program will be run separately from other run groups and may be run without corner workers.
- There will be enough pace cars well-spaced in the group to keep speeds below "track speed," with a maximum speed of 60 mph. Pace car drivers must be at least 18 years of age and be appointed by the Region's DE event management team. Pace cars should use radios for communication of Tour conditions to avoid gapping.
- Participating vehicles are not limited to Porsches. All participating vehicles must have a valid state registration.
- Motorcycles and off-road vehicles are not allowed.

D. EMERGENCY POLICY AND PROCEDURES

In the event of an on-track emergency, Control should not encourage the use of red flags. Use of the red flag should be reserved for severe incidents including blockage of the track, car overturned/flip, multiple car incident and/or when it is unsafe for cars to go past the incident. Red flag should also be used if there is a car

fire or an incapacitated driver requiring a corner worker to leave the corner station and physically respond to the incident, thus leaving the corner station unmanned to alert on-coming cars. Otherwise, Control should order yellow flag displayed and progress to black flag as needed to clear track of cars. Corner worker should call Control for immediate assistance in event of severe incident and must have prior permission from Control before leaving their corner station. Control will dispatch ambulance and Track Manager or his designee to the scene and Control will order appropriate flags displayed. Control should assure that one of the responders to a severe incident turns the vehicle "kill switch", to "off" if at all practicable, to prevent fire. In the case where a corner is staffed by two corner workers and one remains in the station and one responds to the incident, or if the corner worker receives permission from Control and must leave station unmanned to respond to fire or incapacitated driver, Control should order all corners to display the waving yellow flag and progress to black flag as needed to clear track of cars. Control shall decide which corners should display waving yellow or other flags.

If a person not a part of an approved response team jumps a track barrier/wall on a "hot track", that person may be asked to leave the event.

If a severe incident occurs, the Incident Command team will consist of the Event CDIs, the Safety Chair and the Event Chair(s) who will respond to the Control trailer to manage the incident through the conclusion.

E. MEDICAL EVALUATION POLICY

For medical incidents requiring ambulance crew assistance, the paramedics are in charge of patient care and will determine disposition of any injured or ill persons. If a person has suffered a significant injury or illness, she or he may be evacuated by the on-site ambulance. Ambulance crew will determine if air evacuation is indicated and it will be summoned by them through paramedic dispatch. Paramedics must inform Control of their status, needs and of all requests made for additional support. Control will inform the Safety Officer, CDI's, the Event Chair(s) and Track Manager of the incident status.

In other less severe cases, the ambulance crew may summon ground transport to either replace the on-site ambulance or to transport the individual (s). Paramedics will inform Incident Command personnel who will then determine event status. Track will remain "cold" until an ambulance crew is again available to respond to an event incident. If an event participant refuses medical transport or further medical evaluation when recommended by ambulance crew, that participant is "done for the day."

F. CORNER WORKING

a. PROCEDURES

Corner workers will NEVER leave their "bunker" without specific permission from Control or Start. A minimum of two workers per corner is desirable, 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. Light colored shirts are preferred, no red, yellow, black, or green (flag colors). No cell phones, cameras, stereos, or reading materials etc. are to be used while corner working; corner workers are to pay full attention to cars on the track.

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 Control Committee Chairperson, Safety Chairperson, or the Chief Driving Instructor, and the Track Manager.

b. FLAGS

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.

Under Yellow Flag conditions there is **“NO PASSING”** until driver is beyond the next corner station not displaying a Yellow Flag.

Passing Flag: - The blue flag with a yellow diagonal stripe is used to alert a driver that you are obstructing traffic. Watch your mirrors. Faster cars are approaching and wish to pass. At the first designated passing area, give the passing signal to allow passing.

Debris Flag – “Warning” - The yellow flag with orange vertical stripes indicates there is debris ahead on the track that could create a hazardous situation: oil, dirt, car parts, etc.

Black Flag: this flag signifies that something is wrong with a specific car or driver or is used to clear the track due to an incident. It may be used at any corner on the track and at the start line. It may be displayed either open or furled, standing still, or waving.

A black flag pointed at a driver signifies something is wrong with the car, or the driver has violated track etiquette. Acknowledge the flag to the Corner Worker, slow down, and enter the hot pits. See the CDI at the Black Flag station in the hot pits. This flag is only used at the direction of Control.

Standing black flag at each corner station indicates the session has been stopped due to an incident. No passing, proceed to the hot pit and await direction.

A waving black flag is also used after a red flag to direct drivers to return to the hot pit.

White Flag – Used in some DE’s to indicate 5 minutes left in a session. The white flag is also used to indicate a slow moving support vehicle is on 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. Check your rear view mirrors before slowing your vehicle; be sure the vehicle following you will be able to stop in time. All drivers must stop their vehicles on the side of the track as quickly and safely as possible until the flag is retracted. Stop as close as you safely can to a staffed corner station, this makes communication better on restart. The corner workers will give directions on how to proceed after a red flag situation.

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.

IV. 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:

Classes	Models	Year
S- 1,N-1	356	All
S- 2,N-2	911, 912, and 930	1965-1977
S- 3,N-3	911 and 930	1978-1989 Carrera
S- 4,N-4	911 C2, C4, 993, 996, 997	1989-present
S- 5,N-5	914-4 and 914-6	All
S- 6,N-6	924s, 924 Turbos, 928s, 944s, 944	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.

A. 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, Beetlers, Spyders, Carrera GSs or GT's, Abarths, 904's and 906's, 911R's, 911RSRs, 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.

B. 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.

C. 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.

D. 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.

V. RALLY GENERAL RULES

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 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, 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 encouraged for Time-Speed-Distance rallies. Non-TSD rallies, or so-called "gimmick" rallies, are encouraged to use the relevant non-timing portions of these rules

A. 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.

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, and multiple copies of the Time Delay Request form.

B. THE ROUTE

All rally roads are through public roads. Roads marked "Dead End," "No Outlet," "Private Drive" or similar phrases, or that visibly ends 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 as 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.

C. 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 rally master 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.

D. 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 Change Average Speed To, indicating that the preceding average speed is to be discontinued and replaced by the value given after "CAST."
CO ##	Colorado Highway Number ##
CWA	Curve Warning Arrow - 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.

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:

- Pass the timing line, marked by "√." at rally speed. Stay in line; do not pass other cars prior to completing Step 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.
- 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.
- 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.

E. 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".

F. 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.

H. 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 A.

VI. TOURS

Both AMR and RMR have driving tours on public roads with interesting venues and fun destinations. These events encourage members to enjoy their cars, see different cars, renew or make new friendships and of course see the sites and enjoy the meals. In general there will be a lead car and a sweep car. Some general pointers for tours are;

- Arrive early at your starting point, this gives you time to sign waivers, perhaps get instructions and take care of personal needs before the Drivers' Meeting.
- All drivers must be 18 years old or older and have a valid driver's license, and may be asked to show the driver's license at registration or before you sign the waiver.
- All participants must sign a waiver. If you are going to have minors riding in your vehicle there will be a separate waiver for each of them.
- All drivers must attend the Drivers' Meeting Prior to the start of the event.
- All drivers must obey traffic laws, especially speed limits.
- Headlights should be kept on.
- Be sure you understand the emergency or problem procedures for your tour, get cell phones numbers for the lead car and/or sweep car and/or the Tour Chair.
- No use of alcohol or drugs until the tour is concluded at the final destination.

VII. 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.

- 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.
- For all driver's education events, there may be a \$20 late registration charge per driver for registrations which do not include full payment made more than three 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.
- For all driver's education events, an additional \$50 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.
- The primary driver of a vehicle cannot also register as a co-driver of that vehicle.
- 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.
- 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 registration fees must be paid for each additional class or vehicle.
- An entrant who wants to enter the same vehicle in more than one class or who wants to enter more than one vehicle must get the prior approval of the Chief Driving Instructors and the Event Chairs.

- At an Autocross or Driver's Education track event, only the entrant and an AMR or RMR Driving Instructor may be in the vehicle while it is driven on the course or track during practice sessions.
- A current, valid driver's license is required of all entrants.
- No entrant or participant may be less than 18 years old, except under the Junior Participation Program in Autocrosses and Rally/Tours.
- For RMR Driver's Education events, the maximum number of drivers per car is two, and only one novice driver is allowed per car. In AMR Driver's Education events, two novice drivers may share a car.
- All registration for RMR Driver's Education events at High Plains Raceway (HPR) will be provisional, subject to confirmation. Priority will be based on time of registering, and for events that exceed maximum capacity, priority will be given to PCA members over nonmembers.
- RMR will utilize the capabilities within MotorsportReg to accept credit card payment information at the time of registration, but with deferred billing; the billing will be delayed until the registration is confirmed in the weeks before the DE.
- Total registration for RMR Driver's Education events at HPR will be no greater than 135 drivers per day.
- For RMR Driver's Education events at HPR, Novice and Beginning drivers (Green group) will be limited to no more than 30 drivers.
- For RMR Driver's Education events at HPR, registration for drivers needing an instructor will be provisional pending confirmation that sufficient instructors are available.

