



Porsche Club

Victoria



STANDING COMPETITION RULES

2023

Revised 9 December 2022

The 2023 Rules were settled by the Competition Committee, with thanks to Tony Carolan, Peter Harrison, Grant Stephenson, Andrew Bonwick, Ian Geekie, Andrew Smith, Cameron Goodyear, Phil Treloar, Juris Briedis, Andy Hall, Richard Catchlove, Murray Seymour, Bill Toohey, David Mallinson and Mark Horton Andrews.

PREFACE

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

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

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

Using our power to weight formula as a basis only, standard Porsches are divided into GT, A, B, and Classic (formerly C and D) Classes (the "standard classes")¹. The Competition Committee wishes to stress the emphasis on "standard" factory specification vehicle. The basic concept of Club competition for standard class vehicles is that an owner may use his or her vehicle as day-to-day transport throughout the week and compete in Club motor sport at the weekend. These rules have been framed to provide competition for Standard vehicles whilst allowing limited modifications to improve handling and safety. As a general rule, these standard classes allow those options (or equivalents) that were available on the car as delivered from Porsche. It should be noted that factory options might produce power or weight changes sufficient to cause a vehicle to be placed in a different class to others of that model.

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

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

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

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

¹ From the start of the 2021 Competition year the former 'C' Class and "D" Classes were combined into a single 'Classic' Class championship, with different benchmark times for each former Class set to create the fair competition between the different Classes.

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

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

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

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

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

1. SPIRIT OF THE CLUB COMPETITION

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

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

2. INTERPRETATION

2.1. In these Rules the following definitions apply:

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

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

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

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

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

3. ELIGIBILITY

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

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

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

- 3.2. Competitors who enter the Club Competition must submit the Registration Form at the beginning of the competition year, or prior to their first event. **Points will not be awarded to Competitors who have not submitted this form prior to competing.** Until competition registered any such vehicle will be excluded from its nominal class, will run in Other Class and accumulate no points. Refer Section 7.4. Changes to the Other Class cannot be retrospective
- 3.3. Each vehicle must be registered with PCV as a specific model (including year of manufacture). To be eligible for the standard classes it must comply with the Manufacturers standard specification for such model except for any modifications permitted under Section 6 of these Rules.
- 3.4. If any vehicle competing in other than Open class differs from the standard specification of the model designated in its Registration Form, then such differences must be clearly identified in the Registration Form or have subsequently been notified in writing to the Competition Committee. The Competition Committee will verify eligibility in any class. Any differences may cause the vehicle to be reclassified.
- 3.5. SUV vehicles (Cayenne and Macan) cannot be entered in the Competition classes (or in competition track groups). This is because the handling and dynamics of the cars are very different from the other Porsche vehicles, creating difficulties for other competitors due to taking different lines in track cornering and requiring different braking points. SUV vehicles can be entered in Entrée class.
- 3.6. Electric vehicles (Taycan) cannot be entered in the Competition classes (or in competition track groups) in accordance with Motorsport Australia guidelines.
- 3.7. The Competition Committee reserves the right to require vehicles to be presented at times and places that it may specify for eligibility assessment. In certain circumstances a vehicle may be impounded for further testing.
- 3.8. Competitors are solely responsible for ensuring that a vehicle complies with its registration details and with these Rules.
- 3.9. Any questions concerning these Rules or vehicle eligibility must be referred in writing to the Competition Committee in sufficient time to permit a ruling well in advance of any meeting in which the vehicle is intended to compete.
- 3.10. The Competition Committee reserves the right to reject or revoke a registration application for reasons including: dissatisfaction with the information presented on the Registration Form, not being a financial member of the PCV or having outstanding amounts owing to the PCV.
- 3.11. The intention of the PCV Competition program is that members campaign a vehicle of a particular class over a year, unless specific prior approval to run in two classes is obtained as per Rule 11.4.1. Members competing in a class are not eligible to earn points for events

where they drive in a vehicle in a different class. The class a member competes in for their first event in a year will be considered their class for that year. Requests to vary the class for a year must be made in writing, in advance, to the Competition Committee.

4. CLASSES

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

4.1. Standard Classes – A, B, Classic (formerly C and D), and GT:

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

- 4.1.1. A margin of +5% on the power stated in Appendix 1 is allowed. Any such allowance will be treated as considering all relevant variables or tolerances (whether in the vehicle, the testing equipment, the climatic conditions or otherwise).
- 4.1.2. Vehicles are not permitted to increase power or decrease weight (other than by removing manufacturer's options) to move within a Standard class.
- 4.1.3. In Standard classes the chassis and engine number must be consistent with the nominated model year.
- 4.1.4. For cars from 1998, 50 – 60kgs has been added to the handbook weight to allow for the weight of a given model as delivered in Australia if that specification was different to that for Europe.

4.2. Modified Classes – M0, M1 and M2:

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

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

4.3. Open Class:

Open Class is unrestricted.

4.4. Cup Class

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

4.5. Dyno Testing

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

5. SAFETY EQUIPMENT

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

5.1. FRONTAL HEAD RESTRAINT DEVICES

In this section 'FHR' refers to compliant HANS or Simpson head and neck restraint systems (or equivalent) including compatible helmets (being within Motorsport Australia

date limits) and safety belts.

From 1 January 2020 one of the following alternative cases apply in relation to the mandatory use of FHR:

Case 1 – A Vehicle with a Motorsport Australia Logbook.

These vehicles must use FHR and a FHR Compliant Helmet and safety belts, when competing in any event, including Club Speed events (imposed by Motorsport Australia Manual of Motorsport (Manual) Schedule D).

Case 2.- Any car with a race seat, roll cage and harness fitted.

These vehicles will be required to use FHR and an FHR Compliant Helmet, when taking part in any event, including Club Speed events.

Case 3. A road Registered vehicle.

The use of an FHR is not required for a Road Registered automobile for a Speed Event. However, if the car is currently fitted with a harness it will be treated as if in Case 2.

If the harness fitted to a Road Registered automobile is removed and the car is returned to lap sash belts **only** then use of an FHR is not required.

HANS devices must only be used only in conjunction with HANS compliant safety belts.

The Club highlights that use of multi point harness without FHR may increase the risk of neck injury in some cases, which is the risk these devices are designed to mitigate. As noted above the use of multi point harness without FHR is **not** permitted.

5.2. HELMETS

- 5.2.1. Helmets must comply with those as listed in Schedule D of Motorsport Australia Manual³.
- 5.2.2. Decoration of helmets is potentially dangerous. Members are warned of the hazard of using paint or decals. The use of helmets that have been damaged or involved in an accident is prohibited.

5.3. CLOTHING

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

5.4. FIRE EXTINGUISHERS

- 5.4.1. Must comply with AS 1841 (except AS1841.2).
- 5.4.2. Must be of at least 900-grams capacity, fully charged and must be accessible and securely fastened with steel brackets.
- 5.4.3. The Club's preferred mounting point for Fire extinguishers is at a low point in the cockpit of the vehicle (meaning the floor, seat mount or similar).

³ Note that Drivers of a log-booked car are required to wear a helmet listed in group A of Schedule D.

- 5.4.4. Fitment of an “On-Board” Extinguishing System specifically authorized by Motorsport Australia or the FIA shall be acceptable as an alternative to the fitment of a separate extinguisher.
- 5.4.5. In accordance with the Motorsport Australia Manual Fire extinguishers shall show evidence of inspection by an approved scrutineer within the last 12 months.
- 5.4.6. Separate, portable fire extinguishers (that is other than “On-Board” fitted systems) must be replaced every 3 years.

Note: Fire extinguisher requirements may differ for Touring Road Events

5.5. SAFETY HARNESSSES

Safety harnesses shall comply with the requirements of Schedule I - Safety harnesses and window nets of the Motorsport Australia Manual.

5.6. BATTERIES

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

6. TECHNICAL RULES

6.1. VEHICLE REGISTRATION

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

- (a) Left Hand Drive; or
- (b) a Written Off vehicle⁴; or
- (c) fitted with a full roll cage,

it is considered capable of being road registered.

Standard Classes – A, B, Classic (formerly C and D), and GT

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

Modified Classes:

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

Open Class & Cup Class:

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

6.2. TYRES & WHEELS

TYRES:

Standard Classes – A, B, Classic (formerly C and D), and GT

6.2.1. Vehicles may use only road legal tyres.

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

Modified Classes:

6.2.3. Vehicles may use only road legal tyres.

⁴ Written-off vehicles are recorded on the VicRoads Written-Off Vehicles Register (WOVR) and include ‘repairable write-offs’ and ‘statutory write-offs’. For the avoidance of doubt, an ‘inspected write-off’ which has previously been on the WOVR satisfies the requirement *capable of being road registered*. The intention of this clause is that a car which has been rebirthed and otherwise complies with these Rules as a Standard Class vehicle may compete although registration of the vehicle with VicRoads may not be technically possible.

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

Open Class & Cup Class:

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

All Classes:

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

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

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

WHEELS:

- 6.2.8. Wheels may be of any make.
Wheel *diameter* and width is unrestricted, subject to the wheel fitting safely in the wheel well with no changes to body panel work.

- 6.2.9. Wheel Nuts & Studs

- (i) Vehicles with fixed wheel studs:

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

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

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

6.3. BODYWORK

Standard Classes – A, B, Classic (formerly C and D), and GT:

- 6.3.1. Panels must be of original Porsche materials.

- 6.3.2. The use of standard body apertures for brake and or oil cooling shall be permitted. Air scoops for brake and or oil cooling may be fitted within standard body shape. The opening of and use of additional apertures and the taping of normal bodywork gaps are prohibited and all lights and rubber seals must be in place.

- 6.3.3. Only rear spoilers and wings of the standard Porsche shape and dimensions or factory option for that model are permitted. For the avoidance of doubt a rear spoiler or wing from a different model is not permitted. The Competition Committee may in its absolute discretion decide whether a spoiler or wing is of the standard Porsche shape and dimensions or factory option for that model based on the information available. The decision of the Competition Committee shall be final and binding upon all competitors in accordance with paragraph 2.3.

Examples:

(a) a rear wing from a Cayman GT4 attached to a standard Cayman, Cayman S or Cayman GTS is not permitted as a Standard Class car.

(b) a rear wing from a 996 GT3 RS attached to a standard 996 GT3 (non-RS) is permitted only due to the current prevalence of those wings in the Standard GT Class for several years, and the fact that the RS model sits in the same class.

- 6.3.4. On a 1974-1989 G series 911 a composite or solid rear wing in the same shape as the wing supplied on a 911 3.2 Vehicle shall be allowed in substitution for the original wings.
- 6.3.5. On pre C2-911 Models, flares are to be allowed to ‘SC’ Specification (if not originally on the standard vehicle) – If any 911 model is retrospectively modified with turbo flares, the track width front and rear must not exceed that of a factory turbo and the vehicle must weigh at least 50 kg more than the ‘Curb Weight’ listed in Appendix 1 for the registered model

Factory Turbo Track:	Front 1432 mm
	Rear 1525 mm
- 6.3.6. On 924 models, mudguard flares are to be allowed to 944 or 924 Carrera GT Specification. In these cases, the track width front and rear must not exceed that of a 944.
Modified Classes – M0, M1 and M2
- 6.3.7. Bodywork material unrestricted except to be of Porsche shape, profile and dimensions subject to minimum weight consideration.
Open Class:
- 6.3.8. Bodywork material unrestricted except to be of Porsche shape, profile and dimensions subject to minimum weight consideration.
Cup Class:
- 6.3.9. Panels & bodywork must be of original Porsche materials.

6.4. SUSPENSION

- Standard Classes – A, B, Classic (formerly C and D), and GT:
- 6.4.1. All suspension components must be standard except as permitted in the following clauses.
 - 6.4.2. No strengthening of suspension components is permitted. However, the rear trailing arms on pre-1969 911 models can be strengthened or replaced by alloy arms from non-turbo models. With the prior approval of the Competition Committee, suspension attachment points with a history of failure (i.e. SC Front Struts) may be augmented with gussets.
 - 6.4.3. The original suspension pickup points for the registered model must be retained; however, the material used in all suspension bushes is unrestricted. The profile, shape and dimensions of the original bush must be retained.
 - 6.4.4. It is permissible to fit Porsche and after-market suspension components that allow adjustment of camber as desired. The use of adjustable “spherical bearing” strut top mounts are permitted for all cars. Standard type rubber bushed front control arms are permitted for all water-cooled cars.
 - 6.4.5. Shock absorbers may be substituted provided they use the original unmodified mounting points. Use of adjustable top hats are permitted provided they locate to the original mounting points.
 - 6.4.6. Springs and torsion bars are unrestricted however the standard design, material, and mounting points must be retained. The standard spring configuration must be retained, and additional springs or torsion bars are prohibited.
 - 6.4.7. Anti-roll bars (sway bars) are unrestricted, (including through the body and adjustable types) provided they are of ferrous material only.
 - 6.4.8. Subject to 6.4.5 944 & 968 vehicles are permitted to utilize coil-over shock absorbers however, the original torsion bar suspension must be retained.
 - 6.4.9. Where coil springs are fitted as standard or as permitted in 6.4.8, adjustable spring platforms will be allowed.

- 6.4.10. Front and rear strut braces are permitted but must be from top of one strut tower to the other (or as near as practicable) and not otherwise cross braced or attached to the vehicle.

Modified Classes:

- 6.4.11. Unrestricted.

Cup Class:

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

Open Class:

- 6.4.13. Unrestricted.

6.5. BRAKES

Standard Classes – A, B, Classic (formerly C and D), and GT:

- 6.5.1. Braking systems must be standard.

- 6.5.2. Vehicles fitted with braking systems that are not of Porsche manufacture or of the same design as that fitted on original equipment to the registered model may be reclassified into M1 or M2 class.

- 6.5.3. Rotors may be grooved, or slotted, but must otherwise be standard.

- 6.5.4. Brake pads are unrestricted.

- 6.5.5. Backing plates may be removed or bent.

- 6.5.6. 911SC is permitted to have Carrera 3.2 discs and callipers.

- 6.5.7. Early 964 C2 is permitted to use the 4 spot rear callipers from the 964 C4 and 1992/3 964 C2.

- 6.5.8. Steel rotors of the same diameter and thickness can replace ceramic rotors on later cars.

Modified Classes:

- 6.5.9. Unrestricted

Cup Class:

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

Open Class:

- 6.5.11. Unrestricted

6.6. INTERIOR

Standard Classes – A, B, Classic (formerly C and D), and GT:

- 6.6.1. Interior must be standard including passenger seats with seat backs in place save that in the interests of safety, upon written application the Competition Committee may approve the removal of some trim and rear seat backs to permit the installation of roll over protection.

- 6.6.2. Replacement of driver's and front passengers' seat by a suitable racing type seat is permitted.

- 6.6.3. All other passenger seats must be standard.

- 6.6.4. Substitute steering wheels will be permitted.

Modified Classes:

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

Open Class & Cup Class:

- 6.6.6. Unrestricted.

6.7. ENGINE

Standard Classes – A, B, Classic (formerly C and D), and GT:

- 6.7.1. The standard engine specification as supplied for the make and model concerned must be employed. Other than for safety and strength, mechanical modifications are

forbidden. Engines and ancillaries must be to standard for the registered model as designated in the Registration Form. Engine rev limits may not be altered from factory settings.

- 6.7.2. 924 models may fit a Weber big bore throttle body, or equivalent as approved by the Competition Committee.
- 6.7.3. Drive belts of engine driven pumps (e.g. air conditioning pumps) may be disconnected. Air filter elements may be removed or replaced but filter boxes must be standard.
- 6.7.4. In order to determine the power output of an engine, a chassis dyno test may be performed according to the guidelines in Appendix 3.
- 6.7.5. All vehicles have standard Porsche Factory delivered Engine Management System capable of being read by an Official Porsche Centre.

Modified Classes:

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

Cup Class:

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

Open Class:

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

6.8. TURBOCHARGERS

Standard Classes – A, B, Classic (formerly C and D), and GT:

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

Modified Classes:

- 6.8.2. Unrestricted.

Open Class:

- 6.8.3. Unrestricted.

6.9. EXHAUST

All Classes:

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

Standard Classes – A, B, Classic (formerly C and D), and GT:

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

Modified Classes:

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

Open Class & Cup Class:

- 6.9.6. Unrestricted.

6.10. TRANSAXLE: TRANSMISSION AND FINAL DRIVE

Standard Classes – A, B, Classic (formerly C and D), and GT:

- 6.10.1. The original gearbox and standard ratios and final drive for the registered model must be retained. Modifications are forbidden other than for safety and strength.

- 6.10.2. Limited Slip differentials may be fitted provided they are of the original Porsche type/design, but this must be disclosed on the registration form.
- 6.10.3. The use of aftermarket 'short-shift mechanisms' are legal for cars fitted with 915 transmissions, including systems that are self-centring (e.g. Wevo) to help reduce the risk of miss shifts.

Modified Classes:

- 6.10.4. Unrestricted.

Cup Class:

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

Open Class:

- 6.10.6. Unrestricted.

6.11. WEIGHT LIMITS

Standard Classes – A, B, Classic (formerly C and D), and GT:

- 6.11.1. All vehicles must comply with the minimum weight limits specified in Appendix I in these Rules. The petrol shall be full, the spare wheel in place, and the original tool kit and jack in place. However, it is recommended that the spare wheel and tools be removed during competition for safety.

Modified Classes:

- 6.11.2. Weight/Power limit applies; however, the applicable weight will be as raced, which includes driver and all apparel.

- 6.11.3. The as raced weight, as defined in 6.11.2, is the weight to be listed on the Registration Form.

- 6.11.4. If a vehicle, in an as raced configuration, is found to weigh less than the weight as listed on the Registration Form, then it is deemed to have failed the power to weight limit, and penalties as per 9.4.9 apply. In such case, the only form of protest is via a section 9.4 process dyno and weigh procedure, including Parc Fermé of the affected vehicle.

Open Class & Cup Class:

- 6.11.5. Unrestricted.

6.12. FUEL

Standard Classes – A, B, Classic (formerly C and D), and GT:

- 6.12.1. Vehicles may only use Unleaded 95 or 98 Octane fuels of a type which is widely available through major fuel outlets. No specialist fuels or fuel additives are allowed. The only exception is that the 100-octane ethanol blend known as Shell V-Power Racing or ethanol blends of similar specification as approved by the Competition Committee. (Note V-Power Racing is not recommended by Porsche.)

Modified Classes:

- 6.12.2. Fuel must comply with Schedule G - Fuel, of the Motorsport Australia Manual.

Open Class & Cup Class:

- 6.12.3. Fuel must comply with Schedule G - Fuel, of the Motorsport Australia Manual.

6.13. TIMING

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

7. TROPHIES – AWARDS

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

7.1. Annual Competition Trophies

Porsche Club Championship
 Outright Award
 Class Championship – Winner, Second & Third of each in Open, Cup, M, GT, A, B, Classic (formerly C and D) class
 Rookie of the Year (at discretion of the Competition Committee)
 Additional awards – refer Appendix 4

7.2. Event Awards

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

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

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

Note that:

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

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

Sprint Events – Track and Hill Climb

7.2.3. Competitors equalling the Benchmark time at that event will score 100 points, competitors equalling more than 150% of the Benchmark (or slower) will score 0 points. The actual points will be calculated by the formula:

$$\text{Points} = 565.68 \times (1.5 - P)^{2.5}$$

where P = actual time/Benchmark time

Points are calculated to 3 decimal places.

7.2.4. The Benchmark time will generally be the class record for that track but may be adjusted for equity purposes, for instance to account for recently established or amended classes. The Competition Committee may also adjust the Benchmark after an event to allow for unusual circumstances such as wet conditions. That adjustment must be made within 7 days of the completion of the event and will be notified to competitors via the PCV website.

7.2.5. If an event is affected by weather to an unusual extent and Benchmark adjustments are not able to be made appropriately, the Competition Committee may revert to non-Sprint scoring for that event as described below.

7.2.6. Outright Points will be determined using the fastest track record for all classes at that track.

Non-Sprint Events – Regularity and Autokhana

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

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

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

7.3. End of year Trophies

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

7.4. Scoring for Annual Trophies

- 7.4.1. One droppable event. The individual competitor’s point score shall be the total of accumulated points in the eligible events less the worst or non-attendance result for an event during the year.
- 7.4.2. Competitors must accumulate a total of 500 points (except Cup Class in which a minimum of 450 points will apply), before dropped events, to qualify for end of year Class first, second or third places.
- 7.4.3. Non-Sprint events will not form part of the Cup Car Class competition. Consequently, Cup Car Class competitors are unlikely to win the Club Championship award. Points earned in those events will however count toward Club Championship award.
- 7.4.4. If a competitor is excluded or disqualified from an event by an official, he/she will not be eligible for any points in that event. In this case, this event does not count as a “dropped” event.
- 7.4.5. Competitors scoring equal total points at the end of the year will share the placing for that trophy. Event placings, in non-grouped classes, where the points are equal, will be separated by their time to three decimal places.

8. CHAMPIONSHIPS

Championship points are calculated in accordance with 7.4.

8.1. Porsche Club Championship

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

8.2. Class Championship

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

8.3. Outright Award

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

8.4. Rookie of the Year

8.4.1. The Rookie of the Year award is determined by a majority vote of the Competition Committee or proxy where a Committee Member is absent at the time of vote.

8.4.2. The award is intended to recognize achievement in competition or improved competition performance amongst newer members of the Club. The Competition Committee may consider that a newer member does not qualify for the Rookie of the Year award if the member has previously competed in any form of motorsport. The Competition Committee has absolute discretion in this regard.

8.4.3. The criteria for the judging shall take into account the following factors and shall be made to a member who:

- (i) has commenced regular PCV competition for the first time in the two years preceding the Annual General Meeting of the Competition Year;
- (ii) has shown exceptional performance or improved performance in the PCV driving and skill related events.

8.4.4. The award shall not be made to:

- (i) the same member in two consecutive years;
- (ii) a current member of the Competition Sub Committee (but may be made to a current member of the General Committee).

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

9. DISPUTES AND ENFORCEMENT

9.1. Protests in relation to points during the event must be lodged in writing with the Clerk of Course, with a fee of \$50 within 2 hours of the occurrence happening. Protests against the results of an event are to be submitted in writing by competitors to the Competition Director within 72 hours of the publication of the results of an event and will be referred to the Competition Committee.

9.2. From time to time the Competition Committee may appoint members of the Competition Committee to act as a sub-Committee known as the Registration Compliance Group. The Registration Compliance Group will not comprise any member whose vehicle is subject to review for compliance with these Rules, or who also competes in a Class with that vehicle.

9.3. Any vehicle found to contravene these Rules or that does not comply with the Registration Form as provided will be assessed for penalty and class assignment by the Registration Compliance Group of the Competition Committee. A minor infringement *found at Scrutiny*, such as a car having slick tyres or no passenger seat, may be dealt with at the discretion of the Stewards by moving the vehicle to another class for the day, with no further penalty. This waiver does not apply once timed runs have commenced.

9.4. Dyno testing:

- 9.4.1. At any time before, during or after any competition event, one or more vehicles may be selected for testing on a chassis dyno in accordance with Appendix 3 and/or weighed. Such selection will be at the discretion of the Competition Committee.
- 9.4.2. The vehicles selected will be immediately taken to a Parc Fermé location.
- 9.4.3. In M Class, the driver will be weighed at the Parc Fermé.
- 9.4.4. At the discretion of the Clerk of Course vehicles can be taken from Parc Fermé for subsequent track runs. The vehicle must be returned to Parc Fermé after such track time. The vehicle cannot be refuelled, except from 98 RON fuel supplied by the Clerk of Course or delegate for that purpose.
- 9.4.5. After the meeting the vehicle will be transferred to the point of testing, either by truck or trailer or convoy where it will be impounded until tested.

The vehicles are to be tested with the tyres used during the event or when selected.

No work or other action to or on the vehicles is permitted until the completion of testing. Contravention of this will result in immediate disqualification without further notice.

- 9.4.6. If any vehicle is found to be illegal in the class in which it competed, the cost of the examination and/or dyno testing and transport to the point of testing will be borne by the owner/entrant.
- 9.4.7. If any vehicle is found to be illegal in the class in which it competed, it will be moved to an appropriate class by the Competition Committee. Alteration to that decision is at the discretion of the Competition Committee as per rule 3.7.
- 9.4.8. In the unlikely event of damage being sustained during such testing, the owner/entrant will be solely responsible for any rectification costs.
- 9.4.9. Any vehicle whose power tests above or weighs less than that allowed by these Rules for the registered model may be liable for a penalty imposed by the Competition Committee. This penalty will include at a minimum forfeiture of points from at least two events, including the event at which the vehicle was selected.

- 9.5. A competitor found guilty of an offence has the right to appeal to the Competition Committee (via the Competition Director) against any decision by the Registration Compliance Group. This appeal must be submitted within 8 hours of the decision being handed down. The fee for the protest is \$100 non-refundable.

10. EVENTS

The following types of events are to be considered eligible for championship points status during a Club competition year:

- 10.1. Speed Events (Sprints, Hill climbs)
- 10.2. Motorkhana /Autocross
- 10.3. Other

The types of events are subject to review each year and publication at the commencement of each competition year. Recognition for achievement against stated objectives will be measured in accordance with scoring rules. The Rules for each event will be specified in Supplementary Regulations.

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

11. GENERAL RULES

11.1. Participants

- 11.1.1. All entrants in Club sporting competition must, on the day, be current financial members of the PCV or members of invited Clubs.
- 11.1.2. To be eligible for championship points and trophies, an entrant must drive a Porsche at the event. Members only enjoy a “grace and favour” facility to drive other makes in Club events should they elect but do not qualify for or affect any placing or points for others driving a Porsche. Acceptance of such entries shall be solely at the discretion of the Competition Committee. Runs do not qualify for official placing or points.
- 11.1.3. If a member enters a different vehicle in an event during the year the points gained in the event will not be allotted to the different driver/vehicle combination unless as provided under Section 11.6 & 11.7.

11.2. Participants less than 18 years old.

- 11.2.1. The club will accept entries from current financial members who are 14 or more years old on the day of competition (Junior member).
- 11.2.2. The Junior member must present to the Competition Committee in writing:
 - 11.2.2.1. Approval of both parents of the applicant, noting item 11.2.4.
 - 11.2.2.2. Evidence of satisfactory completion of a recognised High-Performance Driving Course.
 - 11.2.2.3. The name of a Sponsor, who is a financial member of the Club with appropriate competition experience (in the opinion of the Competition Director).
 - 11.2.2.4. An undertaking from the Sponsor that they will tutor the Junior driver in the etiquette and rules of the PCV Competition and accompany the Junior member on all club days until the Junior member gets racing clearance from a Clerk of Course and perform the role of experienced driver in all Entree class sessions with the Junior member.
- 11.2.3. The Junior member, if accepted, must enrol in Entree Class for their first event. The Sponsor must be the mentor for that event.
- 11.2.4. For the first 12 calendar months of competition, the Junior member can only drive a vehicle in the Standard Class subset A to Classic.
- 11.2.5. The Club recognises that under the Motorsport Australia passenger in car guidelines, a parent and child are not allowed to be in the same car. The parents must agree to this condition, that is, a parent cannot instruct a junior member in-car.
- 11.2.6. These restrictions in this Rule 11 do not apply to entries for Entrée. The Clerk of Course appointed to an event may in their absolute discretion approve (following consultation with the mentors and parent) the Junior entrant driving without a mentor.

11.3. Licences

- 11.3.1 To be eligible to compete in Club Competition events run under Motorsport Australia rules that member must hold a current Motorsport Australia Level 2S Licence equivalent or superior.
- 11.3.2 The member must have either substantiated to the Competition Committee an acceptable level of track experience or have completed an acceptable advanced/performance driving course.

11.4. Multiple Entries

- 11.4.1. The Competition Committee may allow a member to register two vehicles for competition points during a year.
 - 11.4.1.1. The vehicles must be in different classes.

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

11.5. Multiple Starts

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

11.6. Replacement Vehicles

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

11.7. Substitute Vehicle

- 11.7.1. With good cause and on written application to the Competition Committee, as early as practicable prior to the commencement of an event the Competition Committee may in exceptional circumstances allow a member to drive a substitute vehicle, for that event, provided it is in the same class and of similar performance to the vehicle for which he/she has applied for substitution thereof and may accrue points to their credit.
- 11.7.2. Only two (2) such substitutions per competition year will be permitted.
- 11.7.3. Approval may be given on a race day, for an entrant to drive a substitute vehicle entered by another competitor, subject to the substitute vehicle being entered for the event in the same class, the driver and the owner of the car having executed paperwork satisfactory to the Clerk of Course to meet the requirements of the Permitting Organisation (Motorsport Australia or AASA) and with the approval of the Clerk of Course. The Clerk of Course must be satisfied that the entrant has a legitimate 'Did Not Start' reason for not driving the entered vehicle. There is no appeal against the decision of the Clerk of Course in this matter.
- 11.7.4. No substitute vehicle will be allowed for an economy run.

11.8. Transfer of Accrued Championship Points

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

11.9. Exclusion

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

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

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

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

11.10. Scrutiny

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

- 11.10.1. Any alteration to vehicles after scrutiny must be reported immediately to the Clerk of Course, other than change of tyres.
- 11.10.2. Vehicles damaged during the event must be returned to Scrutiny for inspection prior to continuing. Vehicles considered unsafe or unsuitable will be precluded from competition.
- 11.10.3. Prompt arrival, registration and presentation to the scrutiny queue are essential for the efficient running of the event. Drivers who present to the scrutiny queue with insufficient time for scrutiny before the notified start of the drivers briefing may be excluded from the event until convenient for the scrutineers to examine the vehicle.

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

Where both manual and Porsche PDK versions of a model are available, the applicable Competition Class for both the manual and PDK will be decided based on the power to weight calculation applicable to the manual version. The reason is that the PDK version will likely be heavier, and therefore classified into a lower class, but potentially has a performance advantage over the manual version.

From the 2020 season it is intended that the list of vehicles below will be updated during the year as required to include any vehicles presented for registration for Competition for the first time which were not previously listed, subject to approval by the Competition Committee. The amended list will be published separately but will be taken to form part of these Rules.

OPEN CLASS

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

- i. all vehicles that cannot be road registered
- ii. any car specifically built for competition excluding Cup cars which have their own class.
- iii. all cars running on non-legal road tyres.

For example, due to their track-oriented configuration, vehicles such as the Cayman GT4 Clubsport⁵ and the 911 GT2 RS MR (Manthey Racing) would be included in Open Class.

CUP CLASS

Cup Class includes all GT3 Cup Car variants. Some modifications are allowed as per rules. If a Cup Car is modified beyond the permitted changes, then it will be classified as an Open Class car. Benchmark times will be set to create the fair competition between the different Cup Class variants.

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

M0 Category

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

M1 Category

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

M2 Category

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

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

STANDARD CLASSES - GT, A, B, Classic (formerly C, and D)

GT CLASS

There will only be a single GT Class championship with different benchmark times for each category set to create the fair competition between the different categories. Note: A 'standard' high performance version, for example 991.2 GT2 would likely be included into a new category in GT Class (GT0) with a different benchmark time established for that class.

GT1 Category - 3.71 TO 4.11

MODEL	YEAR	CAPACITY	CURB WEIGHT	POWER	RATIO
991.2 GT3 RS	18+	4.0	1430	383	3.73
992 GT3	2022+	4.0	1435	375	3.82
991.1 GT3 RS	15+	4.0	1420	368	3.85
991.2 GT3	17+	4.0	1413	368	3.84
997 GT3 RS 4.0	11	4.0	1435	368	3.90
996 GT2	01+	3.6	1339	340	3.94
992 GT3RS	2023+	4.0	1525	386	3.95
911 3.0 RSR	73	3.0	920	232	3.97

⁵ For clarity it is noted that the 718 Cayman GT4 Clubsport ex-factory is LHD and imported as a GT3 Cup Car i.e. for track use only. It is noted that the 718 Cayman GT4 road registered vehicle can also be optioned with a Clubsport Pack.

718GT4RS	2022+	4.0	1490	368	4.05
911 2.8 RSR	73	2.8	900	221	4.07
991 Turbo S	14	3.8	1680	412	4.08
996 GT2 Touring	96+	3.8	1290	316	4.08
991.1 GT3 CS	13	3.8	1430	350	4.09
991 GT3 3.8	13	3.8	1430	350	4.09

GT2 Category - 4.12 TO 4.84

MODEL	YEAR	CAPACITY	CURB WEIGHT	POWER	RATIO
997 GT3 RS 3.8	10	3.8	1370	331	4.14
997 GT3 3.8	10	3.8	1395	320	4.36
991 Turbo	14	3.8	1670	383	4.36
991.2 Carrera GTS	17+	3.0	1450	331	4.38
959	88+	2.9	1450	331	4.38
991.1 Carrera GTS	14	3.8	1425	316	4.51
997 Turbo 3.6	06	3.6	1585	353	4.49
997 GT3 RS 3.6	07	3.6	1375	305	4.51
997 GT3 3.6	07	3.6	1395	305	4.57
991.2 Carrera S	19	3.0 T	1515	331	4.58
718 GT4	20	4.0	1420	309	4.60
718 Spyder	20	4.0	1420	309	4.60
964 Turbo 'S' Light Weight	93	3.3	1290	280	4.61
991 Carrera 4 GTS	14+	3.8	1470	316	4.65
981 Cayman GT4	15	3.8	1315	283	4.65
991.2 Carrera C4S	19	3.0 T	1565	331	4.73
981 Cayman GT4	15+	3.8	1340	283	4.73
997 Carrera GTS	11+	3.8	1420	300	4.73
718 Cayman GTS	20	4.0	1405	294	4.78
718 Boxster GTS	20	4.0	1405	294	4.78

GT3 Category - 4.85 TO 5.55

MODEL	YEAR	CAPACITY	CURB WEIGHT	POWER	RATIO
996 GT3 RS	04	3.6	1360	280	4.85
996 GT3 Mk2	04+	3.6	1380	280	4.92
996 Turbo 3.6	01+	3.6	1540	309	4.98
991 Carrera S	12+	3.8	1470	294	5.00
993 Turbo	95+	3.6	1500	300	5.01
996 GT3 Mk1	99-03	3.6	1350	265	5.09
718 Cayman GTS	17	2.5 T	1375	269	5.11
718 Boxster GTS	17	2.5 T	1375	269	5.11
718 Cayman S	17	2.5 T	1355	257	5.27
718 Boxster S	17	2.5 T	1355	257	5.27
997 Carrera S 3.8	06+	3.8	1495	283	5.28
991.2 Carrera	19	3.0 T	1505	283	5.32
911 Turbo Performance Kit	82-89	3.3	1300	243	5.35
Cayman GTS	14	3.4	1345	250	5.38
Boxster GTS	14	3.4	1345	250	5.38
996 Coupe 3.6 40th Anniversary	04	3.6	1370	254	5.39
997 Carrera S 3.8	04+	3.8	1425	261	5.46

993 3.8 RS	94	3.8	1210	221	5.47
991.2 Carrera C4	19	3.0 T	1555	283	5.49
993 3.8 RS CS	95+	3.8	1220	220	5.55
930 Turbo 3.6	93	3.6	1470	265	5.55
930 Turbo Performance Kit	91-92	3.3	1470	261	5.63
Carrera RS	74	3	960	169	5.68
Carrera 2 Cup 3.6	90-91	3.6	1120	195	5.74

A Class, from 2018 will have two benchmarks.

A1 - 5.50 TO 6.09

MODEL	YEAR	CAPACITY	CURB WEIGHT	POWER	RATIO
Cayman R	11	3.4	1338	243	5.51
Cayman S	12	3.4	1320	239	5.52
Boxster Spyder	10+	3.4	1310	235	5.57
991 Coupe	12+	3.4	1455	257	5.66
Cayman S	09+	3.4	1385	239	5.83
997 Carrera	08+	3.6	1485	254	5.85
930 Turbo	78-84	3.3	1300	221	5.88
996 Coupe	01+	3.6	1385	235	5.89
996 Carrera 4S	01+	3.6	1405	235	5.98
930 Turbo	85+	3.3	1335	221	6.04
718 Cayman	17	2.0 T	1335	220	6.07
718 Boxster	17	2.0 T	1335	220	6.07
997 Carrera	05-07	3.6	1455	239	6.09

A2 – 6.15 TO 6.72

MODEL	YEAR	CAPACITY	CURB WEIGHT	POWER	RATIO
996 Coupe	98-01	3.4	1360	221	6.15
924 Carrera GTS	80	2.0	1120	180	6.22
911 2.7 RS Light Weight	73	2.7	960	154	6.23
987 Boxster S	06+	3.4	1355	217	6.24
930 Turbo	91-92	3.3	1470	235	6.25
930 Turbo	75-77	3.0	1195	191	6.26
928 S4	88-89	5.0	1480	235	6.30
928 GTS	92-95	5.4	1620	257	6.30
Boxster S	12	3.4	1320	206	6.41
987 Cayman S	05+	3.4	1400	218	6.42
981 Cayman	12-16	2.7	1310	202	6.48
928 GT	90	5.0	1580	243	6.50
993 Carrera	96-97	3.6	1370	210	6.52
993 Carrera S	97	3.6	1400	210	6.66
987 Boxster S	05	3.2	1375	206	6.67
928 S	84	4.7	1500	228	6.58
928 S	85-86	4.7	1530	228	6.71
928 S4 5 Speed	87-89	5.0	1580	235	6.72
928 S	80-83	4.7	1485	221	6.72

B CLASS 6.82 TO 7.51

MODEL	YEAR	CAPACITY	WEIGHT	POWER	RATIO
		Litres	Kgs	Kw	Kgs/Kw
911 3.2 Carrera	84-85	3.2	1160	170	6.82
987 Cayman	09-11	2.9	1330	195	6.83
993 Carrera	93-95	3.6	1370	200	6.86
911 2.7 RS Touring	73	2.7	1075	154	6.98
911 2.7 Carrera	74-75	2.7	1075	154	6.98
986 Boxster S 3.2	02-04	3.2	1370	191	7.17
986 Boxster S 3.2	99 - 01	3.2	1335	185	7.22
944 Turbo 2.5	90	2.5	1350	184	7.34
964 C2 3.6	89-93	3.6	1350	184	7.34
911 3.2 Carrera 2 Turbo look	84-85	3.2	1260	170	7.41
968 CS 3.0	91+	3.0	1320	176	7.50

'CLASSIC' CLASS

From the start of the 2021 Competition year the former 'C' Class and "D" Classes will be combined into a single 'Classic' Class championship, with different benchmark times for each former Class set (Classic C or Classic D) to create the fair competition between the different Classes.

C CLASS 7.52 TO 8.39 AND ALL 911 SC MODELS (part of Classic Class from the start of the 2021 Competition Year)

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

MODEL	YEAR	CAPACITY	WEIGHT	POWER	RATIO
		Litres	Kgs	Kw	Kgs/ Kw
911 3.2 Carrera	86-89	3.2	1210	160	7.56
987 Cayman 2.7	06+	2.7	1360	180	7.56
911 3.0 Carrera	76-77	3.0	1120	147	7.62
924 Carrera GT	81	2.0	1180	154	7.66
911 2.4S	71-73	2.4	1075	140	7.68
911 SC	81-83	3.0	1160	150	7.73
911 2.2S	69-70	2.2	1020	132	7.73
987 Boxster 2.7	05+	2.7	1365	176	7.76
968	91+	3.0	1370	176	7.78
911 3.2 Carrera Turbo look	86+	3.2	1260	160	7.88
986 Boxster 2.7	02-04	2.7	1325	168	7.89
944 Turbo	85-89	2.5	1280	162	7.90
911 2.0S	69	2.0	995	125	7.96
911 3.2 Carrera	86	3.2	1210	152	7.96
986 Boxster 2.7	00-01	2.7	1310	162	8.09
928	78-82	4.5	1450	176	8.18
911 2.7S	74-75	2.7	1075	129	8.33

D CLASS 8.40 AND OVER

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

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

MODEL	YEAR	CAPACITY	WEIGHT	POWER	RATIO
		Litres	Kgs	Kw	Kgs/ Kw
911 SC	80	3.0	1160	138	8.41
944 S2	89	3.0	1310	155	8.45
986 Boxster	96-99	2.5	1290	150	8.60
944 S2	90-91	3.0	1340	155	8.65
911 2.0S	67-68	2.0	1030	118	8.72
911 SC	78-79	3.0	1160	132	8.78
911 2.4E	71-73	2.4	1075	121	8.88
911 2.4E	69-71	2.2	1020	114	8.93
924 Turbo	81-83	2.0	1180	130	9.10
944 S	86-88	2.5	1280	140	9.14
911 2.7	76	2.7	1120	121	9.20
924 Turbo	79-80	2.0	1180	125	9.44
911 2.7	74-75	2.7	1075	110	9.77
944	82-85	2.5	1180	120	9.83
911 2.0E	69	2.0	1020	103	9.90
944	85-86	2.5	1210	120	10.08
944	87	2.5	1240	120	10.33
924 S	88	2.5	1240	118	10.51
944	89	2.7	1290	121	10.66
944	88	2.5	1260	118	10.68
924 S	86	2.5	1240	110	10.82
911 T	72-73	2.4	1050	96	10.94
924 S	87	2.5	1210	110	11.00
944 (WC)	85-86	2.5	1210	110	11.00
944	86-88	2.5	1210	110	11.00
911 2.2T	70-71	2.2	1020	92	11.09
911 & 911L	64-68	2.0	1080	96	11.25
944 (WC)	87	2.5	1240	110	11.27
914/6	70-72	2.0	940	81	11.60
924	76-78	2.0	1080	92	11.73
924	79-85	2.0	1130	92	12.28
911 2.0T	67-69	2.0	1020	81	12.60
914/4	73-74	2.0	950	74	12.83
914/4	75	2.0	965	74	13.00
914/4	73-74	1.8	950	63	15.00
912	64-68	1.6	995	66	15.08
914/4	69-72	1.7	900	59	15.25

356 CLASS

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

SCRUTINEERING REQUIREMENTS

As a PCV competitor you are required:

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

With the following standard of equipment:

- c) Appropriate crash helmet (Refer Section 5 **Safety Equipment**)
- d) Australian Standard approved fire extinguisher - minimum capacity 900 grams, firmly mounted with a metal bracket (Refer Section 5 **Safety Equipment**).
- e) Seatbelt or harness in good condition (minimum 3 point) (Refer Section 5 **Safety Equipment**).
- f) All Open, Cup, M and GT cars must have 2 independent fastening systems which simultaneously hold the bonnet closed.
- g) Battery (or batteries) held down securely and appropriate signage in accordance with Section 5 **Safety Equipment**.
- h) Tyres in good condition, of suitable speed rating for the vehicle, legal tread depth as defined by PCV Standing Competition Rules. Open Class vehicles fitted with internal roll bars may only use suitable racing tyres.
- i) Front wheel bearings in good condition and correctly adjusted.
- j) All wheel nuts correctly tightened.
- k) Throttle return adequate and not sticky.
- l) No loose items inside vehicle or boot(s).
- m) Operating stoplights.
- n) Tow hooks in place, front AND rear position.
- o) Dorian transponder fitted and operational
- p) From 1 January 2020 Competitors must present a FHR device at Scrutineering if participating in a car which falls within the scope of paragraph 5.1.

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

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

STANDARD GUIDELINES FOR DYNO AND WEIGHT TESTING

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

Dynamometer Testing for Power

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

Testing for Weight

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



Porsche Club

Victoria



Registration Form

2023

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

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

Signed: _____ Date: _____

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

COMMITTEE USE ONLY			
Received	Date	Entered in Database	
Reviewed by	Name	Date	Class
ENTRANT DETAILS			
NAME		Membership No	
Address			
Home telephone	Business Telephone	Fax	
e-mail address		Motorsport Australia Licence No	
		Motorsport Australia Expiry Date	
DRIVER DETAILS (if different from Entrant)			
NAME		Membership No	
Address			
Home telephone	Business Telephone	Fax	
e-mail address		Motorsport Australia Licence No	Motorsport Australia Expiry Date
VEHICLE DETAILS			
If more than one vehicle is proposed to be registered in Competition, is this the Primary vehicle for competition registration			Yes / No
Year	Model	Body	Registration
Capacity	Colour	Logbook No.	Class
Chassis No		Engine No	
B.H.P./kW		Weight * (see below)	
If unsure refer to carfolio.com or similar			
Note: If power and weight are not included your car will run in 'Other' category			
Dorian number		Manual /Automatic	
Seat Belt and Hans Device.			
Does the vehicle have a 4 point or more harness fitted?	Yes / No	Do you intend to use a HANS or Simpson device?	Yes / No

DECLARATION	
Is the vehicle TOTALLY to the original Porsche specifications?	Yes / No
If "No". For what model was the chassis originally produced?	

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

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

DECLARATION (continued)		
Is your vehicle road or club registered?	Yes / No	If "No" explain reason why not
Is Bodywork Different from Standard?	Yes / No	If "Yes" explain details
Is the Suspension Different from Standard?	Yes / No	If "Yes" explain details
Is the Braking System Different from Standard?	Yes / No	If "Yes" explain details
Is the Engine Different from Standard?	Yes / No	If "Yes" explain details
Is the EMS Standard?	Yes / No	If "No" explain details
Limited Slip Diff fitted?	Yes / No	If "Yes" explain details
Is the Transaxle Different from Standard?	Yes / No	

Are there any other non-standard items?	Yes / No	If “Yes” explain details
Is there any additional relevant information about the vehicle (such as factory options fitted)?		

Note: it is the responsibility of the Competitor to provide accurate information.