



Porsche Club
New South Wales



**PORSCHE CLUB NSW INC
COMPETITION RULES
2010**

Version: 1.0, March 2010

Status: for publication

© Porsche Club NSW Inc 2010

www.pcnsw.com.au

Contents

1	SPIRIT OF COMPETITION	3
2	INTERPRETATION	3
3	GENERAL RULES	3
3.1	Acceptance	3
3.2	CAMS requirements	3
3.3	Results of events	3
3.4	Review and revision	3
4	EVENTS	4
4.1	Sprints	4
4.2	Motorkhanas	4
4.3	Regularity	5
4.4	Other	5
5	ELIGIBILITY	6
6	EVENT PROCEDURES	7
6.1	Event entry	7
6.2	Registration	7
6.3	Series Pre-Payment	7
7	SAFETY REGULATIONS	9
7.1	CAMS regulations	9
7.2	Club requirements	9
7.3	Passengers	10
7.4	Off the track	10
8	CLASSES	11
8.1	Road classes	11
8.2	Open class	11
8.3	Associate class	12
9	TECHNICAL SPECIFICATIONS	12
9.1	All classes	12
9.2	Porsche classes	13
9.3	Associate class	15
10	POINTS SCORING	16
10.1	Sprints	16
10.2	Motorkhana A	17
10.3	Motorkhana B	17
10.4	Championship scoring	17
10.5	Special situations	17
11	PROTESTS	19
12	EVENT AWARDS	20
12.1	Motorkhanas	20
12.2	Sprints	20
12.3	Regularity	20
13	ANNUAL AWARDS	21
14	DEFINITIONS	22

1 SPIRIT OF COMPETITION

The Club Competition is intended to give Porsche drivers the opportunity of using their normal road cars in competition with each other. Core values include encouragement of novice and inexperienced drivers, friendly competition, and respect for other competitors, their cars, the officials and everyone present at an event.

2 INTERPRETATION

The Events Committee is responsible for all matters of application and interpretation of the Rules. Decisions by the Events Committee shall be final and binding on all competitors. The Events Committee shall be entitled to make changes to the Rules at any time to further the spirit of competition, and will give priority to this spirit over legalistic interpretation of the Rules.

3 GENERAL RULES

3.1 ACCEPTANCE

It is a condition of entering any Porsche Club competition event that competitors and entrants:

- understand and accept the Rules
- understand and accept that there is risk in motor sport, that incidents happen, that there may be personal injury and/or damage to property, and that this may be caused by others
- agree not to take legal action against CAMS, the Porsche Club or any event official on any matter relating to the Club Competition (except as explicitly provided for by law).

3.2 CAMS REQUIREMENTS

The Confederation of Australian Motor Sport (CAMS) is the governing body for motor sport in this country. As an affiliated Club, both the Porsche Club and all competitors must conduct themselves in accordance with CAMS rules and requirements including the National Competition Rules (NCRs). Copies of the NCRs can be obtained from CAMS.

3.3 RESULTS OF EVENTS

Official results for all events conducted by Porsche Club will be provided to all competitors in accordance with the CAMS NCRs. Provisional results may be provided at an event but these are not final. Championship points will be published in the Club's periodicals and on the web site.

3.4 REVIEW AND REVISION

These Rules will be reviewed, revised and published by the Events Committee periodically, usually before the commencement of each year's competition. The Events Committee will strive to avoid any change to the rules after the first event has been held, but may do so if deemed necessary to promote fair competition.

4 EVENTS

The following types of events are to be considered eligible for championship points status during a Club competition year. Details of events and procedures may be modified in the supplementary regulations published for each event. For all events, in the absence of a relevant Porsche Club rule then the relevant CAMS NCRs for that type of event shall apply.

4.1 SPRINTS

The term "Sprints" includes Super Sprints, Hill-Climbs and Lap Dashes.

- Objective** To recognise individual performance in the achievement of the fastest timed run over a set course.
- Running** The event will usually be run at a race track or other closed road. Competitors will be timed over one or more runs over the prescribed course.
- The number of runs entered is at the discretion of the individual, but no additional runs will be allowed for runs missed and no competitor can have more than the designated number of runs for the day as determined by the Event Director. Any re-runs will be at the discretion of the Event Director.
- Scoring** First place overall and in each class will be awarded to the competitor recording the fastest official time over the course. Second place will be awarded to the second fastest time, and so on.

4.2 MOTORKHANAS

The term Motorkhana includes Autocross and Gymkhana.

- Objective** To recognise consistency and skill in handling a car. The object of the competition is for each driver to complete the specified tests in the prescribed manner in the shortest time without incurring penalties.
- Running** All competing cars will be scrutineered prior to each event for safety and eligibility. The tests will be notified in advance of the start of competition. Each test will define the required course around a series of markers. Generally four tests will be chosen.
- Each event shall consist of two runs at each of the tests. Competitors will be given the opportunity to walk the course before the timed runs begin. In the event of inclement weather or an unstable surface, then at the discretion of the Event Director, the course may be re-laid.
- Each competitor will begin each run stationary in the start garage. After the Timekeeper's signal, the competitor will drive the course via the correct route and stop completely within the finish garage. Timing begins when the car leaves the start garage and ends when the car enters the finish garage. Competitors must come to a complete stop within the finish garage. If a competitor fails to enter the finish garage after a reasonable period, or appears to abandon a run, then they will be deemed to have failed to complete the test. The Timekeeper and Observers shall be Judges of Fact on the result of any run.
- In the event of a failure in the timing equipment the competitor will be allowed a re-run. The Event Director also has the discretion to allow a re-run if the Director considers that the driver has been unduly hindered.
- Scoring** The score for a run is the time taken (in seconds) plus any penalties. The scores for all officially timed runs will be accumulated to provide a total score for the day. First place will go to the competitor with the minimum total score for the event, second place to the next lowest total score and so on.

Penalties

There are two basic penalties:

- a) "plus 5 seconds", where 5 seconds is added to the competitor's time for each infringement
- b) "slowest time plus 5 seconds", where the competitor's score for the run is the slowest time recorded for that test by any competitor who completes the course correctly, plus 5 seconds.

The following penalties will be applied for each run: .

- Touching or displacing a marker: plus 5 seconds per marker
- Vehicle not fully garaged during the course of a test (including the finish garage): plus 5 seconds
- Failing to halt completely in the finish garage: plus 5 seconds
- Finishing wholly outside the finish garage after completing a test: slowest time plus 5 seconds
- Wrong Direction (failure to drive the course along the specified route): slowest time plus 5 seconds
- Failure to complete a run (ie competitor started the run but did not finish): slowest time plus 5 seconds.
- Failure to attempt a run (ie competitor did not start the run): slowest time plus 5 seconds.
- Failure to attempt at least 50% of the runs for the event: exclusion from the results. A result of Did Not Start (DNS) will be given for the missed runs and no points awarded.

4.3 REGULARITY**Objective**

To recognise individual skill in lapping a course consistently. The course will usually be a race track.

Running

Each driver must nominate a lap time in advance, and then drive the designated number of laps (D) as close to that time as possible.

The event is for all Porsche and Associate vehicles but the Events Committee may subdivide the field if the speed differential is deemed too great. Regularity entrants may not enter the same car in a speed event being run on the same course.

Scoring

For each lap, a variation will be calculated being the difference between the nominated and the measured lap times (always positive). The winner will be the competitor with the lowest average variation per lap.

The penalty for completing fewer than D laps is to be ranked in the results behind all competitors who have completed more laps. Only the first D laps will count.

4.4 OTHER

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

5 ELIGIBILITY

For a competitor to be eligible for a Club Competition event, the following criteria must be met:

1. The driver must be a financial member of the Porsche Club or an invited club for that event (eg another car club).
2. The driver must hold a valid CAMS competition licence of the appropriate type.
3. The car must be registered with the Porsche Club as a specific Year/Model and, except as specifically permitted in section 9, must comply in all respects with the Standard Specification for that Year/Model. Note that Standard Specification permits all factory options ever offered for that Year/Model (see section 14 for the definition).
4. For all classes other than Open, the chassis number (VIN) must be consistent with the registered Year/Model and the car must be road registered.
5. The car and driver must meet the safety requirements set out in section 7.

Cars must be presented at times and places specified by the event regulations for eligibility scrutineering and testing. The eligibility of cars will be at the sole discretion of the Events Committee.

Competitors are solely responsible for ensuring that a car complies with its registration details and with the Rules. Queries concerning eligibility should be referred to the Events Committee in writing at least fourteen days prior to any event in which the car will be competing to allow time for a decision to be made.

6 EVENT PROCEDURES

The following procedures may be modified by the regulations for any specific event or by the Event Director.

6.1 EVENT ENTRY

6.1.1 Procedure

Before an event, each competitor must:

- Annually, register details of the car and driver with the Porsche Club. The competitor must notify the Porsche Club of any subsequent changes affecting eligibility or classification
- Read and accept the supplementary regulations and indemnity for the event (available on the Club web site)
- Submit a completed entry form and entry fee to arrive by the due date. If permitted, late entries may attract a late fee

6.1.2 Withdrawal

A competitor's entry fee for an event will be refunded in full if:

- a notice of withdrawal is received by the event organiser on or before the closing date, or
- the car fails scrutineering and consequently takes no part in the event.

Otherwise, entry fees will not be refunded. A substitute car and/or driver is permitted at any time before registration provided this is advised to the event organiser at or before registration, and the substitute meets all safety and entry criteria.

6.2 REGISTRATION

Before attempting any competitive run at an event, each competitor must:

- Present proof of club membership (membership card) and an appropriate licence (CAMS licence) at the registration desk.
- Sign any indemnities required.
- Have the car successfully scrutineered for eligibility and safety. Note that the car must be presented to scrutineering fully ready for the track, specifically including tyres, numbers and driver's clothing. If any changes are made to the car after scrutineering that might affect eligibility or safety (such as a change of tyres), then the competitor must advise the Event Director and have the car re-scrutineered before making any further competitive runs.
- Attend a driver's briefing and sign the driver's briefing attendance sheet.

It is the competitor's responsibility to ensure that all procedures are carried out in a timely manner. Failure to comply may restrict a competitor's opportunity to compete. You should aim to arrive at Sprint events at least 1 hour before the driver's briefing.

6.3 SERIES PRE-PAYMENT

6.3.1 Entitlement

The Events Committee may offer a Series Pre-Payment covering some or all events in a competition year. Once accepted, a Series Pre-Payment entitles the competitor to the following:

- A reserved place in every relevant event in that competition year; an entry for each event is still required but this may be completed at registration (NB this applies strictly to series pre-payers only)
- Exclusive use of a competition number for that competition year.

Any variations from this will be defined on the Series Pre-Payment application form.

6.3.2 Withdrawal

If a competitor has made a Series Pre-Payment and is subsequently forced to withdraw from all remaining events in the competition year due to unforeseen circumstances, then a refund may be given at the sole discretion of the Events Committee. If awarded, the refund will be calculated as:

Refund = (Series Pre-Payment fee) – (sum of individual entry fees of events already held)

The “sum of individual entry fees of events already held” includes all past events for the year irrespective of whether the competitor has attended those events or not.

7 SAFETY REGULATIONS

It is the entrant's and competitor's responsibility to ensure that the car used for competition is safe and complies with all relevant regulations. The Porsche Club may require an additional safety check at events but this cannot be relied upon in any way.

7.1 CAMS REGULATIONS

CAMS is the governing body for motor sport in Australia and their requirements must be met for all competition events. The regulations are published in the CAMS Manual of Motor Sport, revised annually.

7.2 CLUB REQUIREMENTS

All cars must be in good working order with no leaks of any liquids.

Competitors and entrants must obey all reasonable instructions given by event officials. Failure to do so may lead to penalties up to exclusion from the event at the discretion of the Event Director or Stewards.

The speed limit is 10 Kph in non-competition areas such as the paddock and marshalling areas.

Specific requirements for Sprints are as follows:

- A driver's helmet complying with AS1698 or equivalent.
- A fire extinguisher of at least 900gm capacity and conforming to AS1846 or AS1848, or a CAMS-approved on-board extinguishing system. The extinguisher must be fully charged, show sufficient pressure (if a gauge is fitted), and be no more than 6 years old (as shown by its embossed date) or bear a current inspection tag. The extinguisher must be securely fastened in a metal, quick-release fitting, and be within reach of the driver. The mounting must be strong enough to retain the extinguisher in a high speed impact.
- A secondary bonnet tie-down that will secure the bonnet if the primary catch fails.
- A blue triangle (equilateral, 150mm on each side) on the bodywork showing the location of either the battery or the battery cut-out if fitted.
- Competition numbers to CAMS requirements (minimum 200mm high, 25mm stroke, Arial or Helvetica font) applied to both sides of the car, in a strongly contrasting colour, and clearly visible to timekeepers. Black numbers are preferred and if necessary a white background should be used. The Porsche Club will allocate the competition numbers to be used. As far as possible each competitor will use the same competition number throughout the year.
- A small competition number (100mm high) applied to the top of the front windscreen on the left hand side of the car
- All forward facing glass other than the front windscreen must be completely covered in adhesive plastic film or tape (or an acceptable alternative such as a made-for-purpose plastic guard). Criss-cross tape is not acceptable. Lights with plastic lenses need not be covered.
- Non-synthetic clothing completely covering the driver's body from neck to wrist to foot, including footwear uppers. Note that 'joggers' with synthetic inserts are not permitted. Use of CAMS approved and fire resistant suit, gloves, socks and boots is recommended.
- If a safety harness is fitted then it must comply with current CAMS requirements. An FIA approved harness may be used up to 5 years past its FIA expiry date, but no longer.
- If fitted, any demountable device (eg a camera) must be very securely mounted (eg bolted to a roll cage) and inspected at scrutineering. The scrutineer's decision on what is a suitable mounting is final; 'gaffer tape' solutions will not be accepted.

If there is any conflict between these requirements and the current CAMS regulations then the CAMS regulations shall apply.

7.3 PASSENGERS

Passengers are not permitted in the car during Sprints, except for designated instructors during training sessions.

One passenger is permitted in the car during Motorkhanas at the discretion of the Event Director and provided that the passenger is 18 or over, understands that motor sport can be dangerous, accepts all liability, and has signed an official indemnity. The driver is responsible for ensuring that these conditions are met in full before competing with the passenger.

7.4 OFF THE TRACK

Spectators and crew are welcome at all Porsche Club events but must remain within areas designated for them, and must obey instructions given by an event official.

The following requirements apply at Sprints:

- The pit lane is part of the track and full track safety requirements apply. Specifically, drivers must continue to wear safety belts, helmet, protective clothing etc until they enter the paddock.
- The speed limit in pit lane is 60Kph.
- Cars may not be parked in pit lane.
- Crews may not position equipment in pit lane.
- Cars may not be re-fuelled in pit lane.
- No one is allowed by the pit wall unless they have signed the official waiver and indemnity.
- No one is allowed in pit lane or by the pit wall unless they are aged 16 or over. People aged 16 and 17 must be supervised by a responsible adult.
- No one is allowed on, or in front of, a safety barrier (including the pit wall) at any time while competition is in progress.
- Emergency access lanes must be kept clear at all times. No area may be 'parked out' with vehicles or equipment such that emergency vehicles could not get access.
- Photographers must register with the Chief Marshal, provide a signed photographer's indemnity and obtain permission from the Chief Marshal or Event Director to access anywhere other than the paddock or general spectator areas.

Further requirements may be stated by event officials.

Small children are a particular concern as they will not be aware of the danger from fast moving cars. Adults in charge of children are asked to keep them out of pit garages and other areas adjacent to the track and pit lane.

At motorkhanas the speed limit is 10Kph unless on a competition run. When not competing, everyone present must remain at a safe distance from the competition area and follow the directions of event officials.

It is the appropriate entrant's and competitor's responsibility to make sure that these requirements are met.

8 CLASSES

This section identifies how cars competing in the Club Championship will be classified. The purpose of the classes is as follows:

Porsche classes	Road classes	Porsche road cars, with limited modifications allowed
	Open class	Exceptionally high performance or highly modified Porsche cars, plus Porsches intended for racing
Non-Porsche classes	Associate class	Non-Porsches, all levels of modification

The modifications permitted in each class are specified in section 9. Cars may be re-classified by the Events Committee if they are deemed to have a significant technology advantage either by original manufacture or by subsequent modification.

For safety reasons, open wheel cars are not permitted.

8.1 ROAD CLASSES

Classification will be based primarily on the car's DIN weight-to-power ratio (Kg/Kw) as stated by Porsche, according to the following table.

Class weight to power limits in Kg/Kw (rounded to the nearest 0.01):

Class	From	To	Comment
Open	0	4.50	Cars on slicks, 'racers'
S	4.51	4.99	
A1	5.00	5.55	
A2	5.00	5.65	Torsion bar cars
B1	5.56	6.55	
B2	5.56	6.55	Torsion bar cars
C1	6.56	7.55	
C2	6.56	7.55	Torsion bar cars
D1	7.56	9.00	
D2	7.56	9.00	Torsion bar cars
E1	9.01	no upper limit	
E2	9.01	no upper limit	Torsion bar cars

A table of Porsche models and their classes is provided separately.

Competitors are advised that the class limits are reviewed annually and hence it is unwise to optimise their car for a particular class.

8.2 OPEN CLASS

Open class is for cars that are any of:

- classified as Open class by weight-to-power (see above)
- modified beyond what is permitted for Road classes
- not road registered
- using slick tyres

- either manufactured primarily for racing or so extensively modified that (in the opinion of the Events Committee) their primary purpose is for racing.

8.3 ASSOCIATE CLASS

The Associate class is for road registered cars that are not of Porsche manufacture. Clubman style cars are permitted if road registered.

If there are too many entries for an event then the Events Committee reserves the right to limit the number of Associate class entries that are accepted to one third of the total acceptances.

9 TECHNICAL SPECIFICATIONS

This section lists the modifications from the Standard Specification that are permitted and the constraints that must be met. Note that irrespective of what is stated here, the safety requirements identified in section 7 must always be fulfilled.

In this section the term “free” means that any modifications are permitted within the limits of CAMS NCRs.

9.1 ALL CLASSES

9.1.1 Complying with regulations

Any modifications are the competitor's and entrant's responsibility and must comply with all relevant regulations such as the Australian Design Rules and CAMS Competition Rules. The Porsche Club does not encourage or condone any modification even if it is mentioned in these rules.

9.1.2 Proof of availability

If a competitor wishes to use a modification that is claimed to be Standard Specification, then they may be required to provide documentary evidence to the Events Committee verifying the original availability of that modification. The decision of the Events Committee will be final.

9.1.3 Weight and power

If a car's weight and/or power are modified then the car's weight-to-power ratio will be re-assessed. This may place it in a different class.

9.1.4 Wheel nuts and studs

When the wheels are firmly secured to the car in competition configuration, the following must apply.

- Each wheel nut must engage on the threads of the stud to a length at least equal to the stud's outside diameter.
- For cars with screw in wheel studs, each stud must also engage in the threads of the hub to a depth at least equal to the stud's outside diameter.

Non-standard fitments may require longer studs to be used to meet these criteria. If bolt-on wheel spacers are used then the criteria must be met for both the wheels and the spacers.

9.1.5 Tyre tread depth

At the start of any event or any timed run, each tyre must have at least the minimum tread depth as measured by the tyre's tread depth indicators. Insufficient tread depth will be shown by any of:

- two or more tread wear indicators exposed on the same circumferential line.
- for a circumferential indicator, two or more exposed points within a 90 degree rotation.

Any alteration of the tread depth indicators is prohibited. Grooving of tyres is strictly prohibited.

9.2 PORSCHE CLASSES

9.2.1 Tyres

Any tyres may be used that are approved for use on the public road, including R type. Slicks and other tyres intended for racing are not permitted.

Open class is free, and slicks are permitted.

9.2.2 Wheels

Wheels may be of any make and construction suitable for competition.

The maximum permitted wheel diameter for a class will be the largest diameter fitted as Standard Specification to any car eligible for that class.

The maximum permitted wheel rim widths for a class will be as follows (where A includes A1 and A2 etc):

Class	Front	Rear
Open	9"	12"
S	9"	12"
A	9"	11"
B	8"	11"
C	8"	9½"
D	7½"	9"
E	7½"	9"

When a new Porsche model is introduced and the standard or optional wheel width of that new model is in excess of the Class width limit given above, then the new model's wheel width is acceptable. This variation to the rule only applies to the newly introduced Porsche model.

9.2.3 Bodywork

Panel material Non-steel panels are permitted to Porsche profile.

Body apertures The opening and use of existing body apertures for cooling is permitted. The opening or use of additional apertures or the closing of normal bodywork gaps, spoilers or any profile is prohibited. All lights and rubber seals must be in place.

Air scoops Air scoops for cooling may be fitted within standard body panels.

Spoilers Spoilers must be an original or reasonable facsimile of a spoiler available from Porsche or a recognised after-market supplier.

Wheel arch flares The maximum flare width is determined by the flare dimensions of the model with the greatest flare width as standard equipment in the same 'family'. The families are:

Earlier 911 (up to 964)
 Later 911 (993 on)
 All 924
 All 928
 All 944
 All 968
 All Boxster and Cayman
 All Carrera GT
 All Cayenne

and similar groupings if any have been omitted. The families include sub-types which may have different model numbers, eg All 944 includes 944 Turbo.

9.2.4 Suspension

Open class is free.

- Design** The original design must be retained, eg torsion bars may not be replaced by (or supplemented by) coil springs.
- Pick up points** Standard suspension joints and pick up points in unmodified form must be retained, but strengthening of rear trailing arms on pre-1969 cars is permitted. Alloy arms may replace steel trailing arms.
- Adjustment** Adjustment within the scope of the standard design is permitted.
- Shock absorbers** Shock absorbers are free subject to their fitting on the original mounting points.
- Springs** Springs (including torsion bars) are free but must be of ferrous material.
- Anti-roll bar.** Anti-roll bars (anti-sway bars) are free but must be of ferrous material.
- Driver adjustment.** Any mechanism that allows the driver to adjust the suspension of the car from the driving position is prohibited.

9.2.5 Brakes

Open class is free.

- Brake pads** Brake pads are free except that the maximum pad lining area for any class shall be no greater than the largest area achieved by any Standard Specification brakes available in the class. Should a car exceed this limit it will be re-classified to the lowest class for which its pad lining area complies.
- Calipers** Calipers are free with a maximum of 4 pistons per calliper, except in class A or above where 6 pistons per calliper are permitted.
- Rotors** Rotors are free.

9.2.6 Interior

Open class is free.

- Trim** Door and dash top trim must be in place.
- Seats** Replacement of driver and front passenger seats by CAMS approved competition seats or seats of Porsche manufacture from a different model is permitted. The driver and front passenger seats must be in place, fully trimmed, and securely fixed in a manner making them suitable for normal road use.
- Steering wheel** A substitute steering wheel is permitted subject to it being CAMS or RTA approved.

9.2.7 Engine

- Modifications** Free, but the major engine components must be of Porsche manufacture. Modifications must be declared as part of registering the car for Club competition.

- Testing** A chassis dyno test may be required at an approved dynamometer and in the presence of at least one member of the Events Committee.
- The vehicle will be tested in its 'ready to race' state with competition wheel/tyre combination in place and any specific drive belts connected or disconnected as directed by the Events Committee. The approved dynamometer will be advised.
- The true engine power is deemed to be 1.32 times the total, peak power at the wheels as measured during the test.
- Turbos** Open class is free. In other classes, turbo boost must at no time exceed standard factory specifications for the registered model, and devices providing variable boost adjustment are not permitted.
- If a car has only a modest increase in power due to variable or increased turbo boost then a competitor may request that the car be classified according to actual weight-to-power. The Events Committee will consider such requests individually and may request evidence such as an approved dyno test. By default, such cars will be in Open class.
- Exhaust** All cars must comply with EPA noise restrictions at the competition venue. Any car violating the noise limit must be withdrawn until the problem is remedied. Other than this, the exhaust is free.
- Exhaust placement** Open class is free. Other classes must have a muffler system with final exhaust exit located on the same side of the vehicle (ie rear, left side or right side) as the model represented.

9.2.8 Transmission & Final drive

Open class is free.

Gear ratios are free but the original number of forward gears available for the year/model must be retained.

9.2.9 Weight limits

A weighbridge test may be required at an approved weighbridge and in the presence of a member of the Events Committee.

Weight is to be measured in competition configuration with competition wheel/tyre combination in place; trim and spare wheel/toolkit as per competition configuration; all fluids at normal levels, a full tank of fuel and no driver.

When events are held at tracks where weighbridge facilities are available, cars may be selected for weighing so that their weight can be compared with the official model weights.

9.3 ASSOCIATE CLASS

All modifications permitted for the Open class are permitted for the Associate class, provided that the Events Committee considers the car appropriate for the Club competition.

10 POINTS SCORING

This section defines how points are scored from places achieved at competition events.

In the scoring for Class and Combined championships, all positions are by class, so that there are no points for outright position.

If a competitor is excluded from an event then they will not be eligible for any points for that event, and it may not be counted as a discarded event in accordance with rule 10.4.

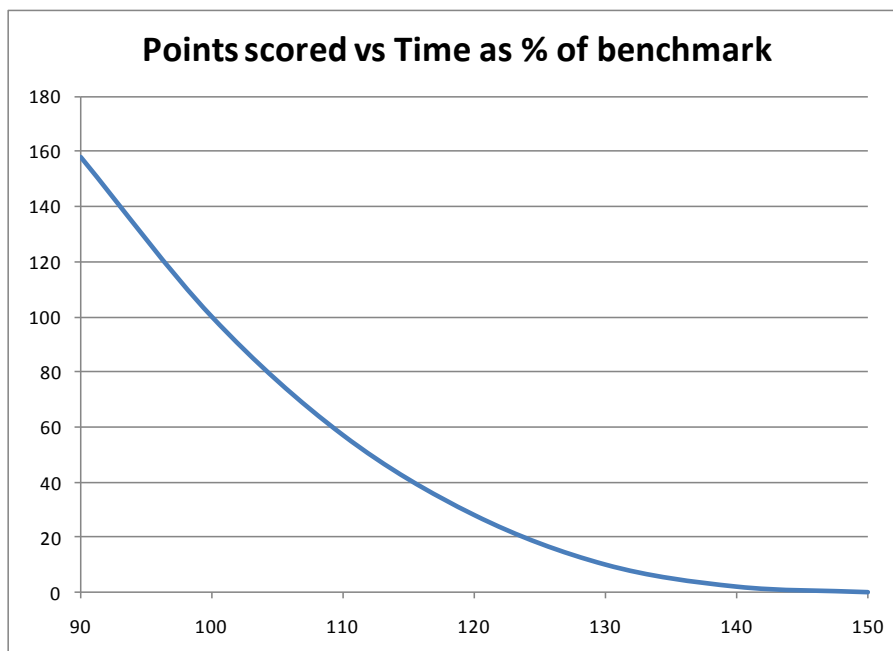
10.1 SPRINTS

Scoring will be based on each competitor's performance against a benchmark time. The Events Committee will set a benchmark time for each class at each event. By default the benchmark will be the current lap record for that class at that venue. Competitors equalling the benchmark will score 100 points; competitors equalling 150% of the benchmark (or slower) will score 0 points.

The actual points scored will be calculated by the formula:

$$\text{Points} = 565.68 \times (150\% - P)^{2.5}$$

where P = performance measured as a % of benchmark. Fractions of points are rounded to the next highest whole number.



Note that:

- The number of competitors in a class has no effect.
- Many competitors could score the same number of points for the round.
- Each 1% improvement is worth progressively more points as the lap time reduces, reflecting the increased difficulty.

The Events Committee will aim to publish the benchmark times before each event. However, in exceptional circumstances the Events Committee may alter the benchmark times at or after an event (hence altering the points scored) to further the Spirit of Competition. If this occurs then the change will be noted in the official results.

Any competitor who passes scrutineering but fails to record a time in the timed sessions will be excluded from the results, score no points, and be recorded as Did Not Start (DNS)

10.2 MOTORKHANA A

This is the scoring scheme used for the Combined and Class championships. The scoring and classes used are the same as those for Sprints.

Note that the Events Committee may choose to use the fastest time of the day as the benchmark time, and this will only be known after the event. If this is the case it will be advised either in the Supplementary Regulations and/or at the driver's briefing.

10.3 MOTORKHANA B

This is the scoring scheme used for the Motorkhana championships. All positions are outright in either Porsche class (all classes and Open combined) or Associate class.

10.3.1 Event score B

A competitor's score for a Motorkhana will be:

$$\text{Event score B} = \text{Attendance B} + \text{Placing B}$$

10.3.2 Attendance B

Attendance B = 10 points for every competitor who successfully passes scrutineering.

10.3.3 Placing B

The first placed competitor will be awarded 100 points, the last placed will be awarded 0 points, and the others pro-rata. For example, if there were 6 competitors then the 'Placing B' points would be 100, 80, 60, 40, 20 and 0.

The formula to be used to calculate each competitor's score is:

$$\text{Placing B} = P * (N - C) / (N - 1),$$

rounded to the nearest point

where

- P = points for first place (= 100)
- C = competitor's finishing position
- N = number of competitors in the event

10.4 CHAMPIONSHIP SCORING

This section defines how annual championship scores will be calculated from event scores. The championship scores count towards the relevant annual awards. Combined championships are those that include different types of events (such as Sprint and Motorkhana).

Each competitor's score will be the sum of all points scored at eligible events. For combined championships including up to 9 events, each competitor must discard their score at 1 event. The score discarded may be for an event that the competitor did not attend. This means (for example) that competitors may be able to miss 1 Sprint or 1 Motorkhana without penalty. Similarly, for combined championships including 10 or more events, each competitor must discard their score at 2 events.

If a competitor is excluded or disqualified from an event, they will not be eligible for any points for that event and may not count it as a discarded event.

10.5 SPECIAL SITUATIONS

The following special cases could affect a competitor's score over the entire championship or at any particular event.

10.5.1 Cars normally using slicks

A car that normally runs on slick tyres (eg at Sprints) and hence is registered in a class that permits slicks (eg Open), may be used with treaded tyres at other events (eg Motorkhanas) for safety, eligibility or other reasons. In this case the competitor will be allowed to accumulate points from the other event/s in their

registered class even though the use of traded tyres may make them eligible for another class.

10.5.2 One car with multiple drivers at an event

The maximum number of drivers permitted to enter the same car at any championship event is as follows:

Economy runs	1
Sprints and hill climbs	2
Motorkhanas	3

Each driver will score points in their own right. A car will only be permitted to enter in the class for which it is registered.

The organisers will aim to accommodate multiple entries **but note** it is the drivers' responsibility to organise themselves so that they obtain sufficient runs during an event, and they **may be disadvantaged** in their opportunity to compete. Events will not be delayed to wait for driver changes. Hence (for example) it is usually not possible for the same car to join consecutive track sessions at a Sprint.

10.5.3 One driver with multiple cars at an event

A maximum of 2 cars per driver will be allowed at the discretion of the Events Committee. With their entry the driver must nominate the car that is to be eligible for championship points for that event. The other car will not be eligible for points. A second entry may be refused by the event organisers (even if it was initially accepted), for example if the event is oversubscribed.

10.5.4 One driver with different cars at different events

All points gained at a championship round regardless of the class competed in will count toward a competitor's total championship points tally in the combined championships.

Points gained in any class will count toward a competitor's points tally in the class championships separately for each class in which the points were scored. For example, suppose Anne regularly competes in class B but for one event she competes in a different car which is in class C. For the class championship, she will score points separately in class B and in class C. For the overall championship her points in class B will be added to those in class C for her championship total. Alternatively, if the different car was also in class B then all her class points would count towards class B.

11 PROTESTS

In the event of a dispute the competitor(s) involved should approach the event officials promptly. Provided competitors remain calm, most issues can be resolved quickly and amicably at the time. Failing this, competitors should speak to a member of the Events Committee as soon as possible after the event, although it may then be too late to take remedial action. If the competitor is still not satisfied, then the competitor may lodge a formal protest.

The competitor or entrant concerned must submit a formal protest to the Club Captain in writing, within 7 days of the relevant event. The protest must state:

- the reason for the protest and any club or CAMS rule(s) breached
- evidence to support the protest
- the corrective action sought.

In response to a protest the Events Committee:

- will make an initial response within 14 days
- reserves the right to request further information which may include evidence of vehicle weight, power and specification of various components, and/or evidence from individuals
- will decide what penalty, if any, is to be applied and make any appropriate adjustment to the event results
- will endeavour to reach a decision as soon as is practical
- at its discretion may publish the protest or the decision or both.

The decision of the Events Committee is binding and there is no appeal.

12 EVENT AWARDS

The following awards will be made for each event. Event awards will usually be combined and presented as a single trophy at the end of the year.

12.1 MOTORKHANAS

1st, 2nd and 3rd overall The lowest aggregate scores for the event (Motorkhana B scoring).

12.2 SPRINTS

Class positions In each class, provided there are at least the [specified number] of competitors in that class:

First place [2]
Second place [4]
Third place [6]

Lap record Any competitor who establishes a new lap record for Club competition, provided this is not the first event at which a competitive time could be set. If the opportunity for a new record arises because of changes to classes, the Events Committee will only make this award if the performance is judged to be superior to previous performances.

12.3 REGULARITY

Overall positions The lowest average variation from nominated lap time, provided there are at least the [specified number] of competitors in the event:

First place [2]
Second place [4]
Third place [6]

13 ANNUAL AWARDS

The following awards will be made annually. Normally they will only be awarded if the competitor has competed in 50% or more of the events available for the relevant trophy during the year. See section 10.4 for the calculation of championship scores. At its discretion the Events Committee may choose to present additional awards.

Awards are only made to drivers of Porsche cars except where noted.

Award name	Awarded to	Award given
Drivers Championship	The driver who has the highest total points at the end of the competition year (Sprint points plus Motorkhana A points)	Perpetual Trophy and Trophy
Sprint Championship	The driver who has the highest total points scored in Sprints at the end of the competition year (Sprint points).	Perpetual Trophy and Trophy
Motorkhana Championship	The driver who has the highest total score for the complete Motorkhana series (Motorkhana B points)	Perpetual Trophy and Trophy
Class Championships (1 per class)	The driver who has the highest total number of points in each class at the end of the competition year (Sprint Event and Motorkhana A points)	Trophy
Ladies Championship	The lady driver who has the highest total number of points at the end of the competition year (Sprint points plus Motorkhana A points).	Trophy
Ladies Sprint Championship	The lady driver who has the highest total number of points scored in Sprints at the end of the competition year (Sprint points)	Trophy
Ladies Motorkhana Championship	The lady driver who has the highest total number of points scored in motorkhana events at the end of the competition year. (Motorkhana B points)	Trophy
Rookie of the Year (Vern Schuppan Trophy)	The most outstanding newcomer to the year's Club competition as judged by the Events Committee. Anyone who finished in the first 10 places of the Club Championship in the previous five years is excluded.	Perpetual Trophy and Trophy
Associate drivers championship (open to non-Porsche drivers only)	The driver of a car in Associate class with the highest total points over all events during the year (the sum of Sprint points and Motorkhana A points).	Perpetual Trophy and Trophy
Volunteer of the Year (open to members and non-members)	Someone who has made an exceptional, unpaid contribution during the year, as determined by the Events Committee. May be awarded individually or jointly.	Trophy

14 DEFINITIONS

CAMS	The Confederation of Australian Motor Sport, the controlling body for Australian motor sport, or any other official body acting in that role.
Club Competition	The series of competition events organised by the Events Committee
Event Director	The senior official in charge of an event, eg the Clerk of the Course.
Events Committee	The committee chaired by the Club Captain and delegated by the Porsche Club Committee to manage competition events, or its appointed representative/s.
NCRs	The CAMS National Competition Rules.
Porsche Club	The Porsche Club NSW Inc
Rules	The competition rules of the Porsche Club as published from time to time (this document).
Standard Specification	Porsche's standard specification for a particular Year/Model. This includes technical specifications, original equipment, and any optional equipment offered for retail sale at any time by Porsche for the relevant Year/Model. Optional equipment may be fitted at any time and need not have been fitted from new. Parts may be of non-Porsche origin provided that they are reasonable facsimiles of the equivalent Porsche parts (shape, material, function etc).
Year/Model	A specific year of manufacture and manufacturer's model identification. A Year/Model may include cars made over several years where these have essentially the same specification.