

Porsche Club of America, Grand Prix Region

2011 Drivers Ed / Autocross Tech & Car Classification Form



Date _____ Event _____

Car Make _____ Year _____ Model _____ Color _____

Driver Name _____ Co-Driver Name _____

2011 Zone 8 Class _____ Car Number _____ 2011 Zone 8 Class _____ Car Number _____

'12 Class _____ Base Pts _____ Tire Pts _____ Mod Pts _____ '12 Class _____ Base Pts _____ Tire Pts _____ Mod Pts _____

Please complete the Pre-Tech section and bring it with you to event Tech Inspection. The driver/owner understands that passing of this technical inspection means that the automobile has met certain minimum safety standards for participation in this event. However, no technical inspection can uncover all possible defects nor predict all unforeseen circumstances. Neither Grand Prix Region of the Porsche Club of America nor the technical inspector makes any express or implied warranty of fitness for any purpose. It is the ultimate responsibility of the automobile owner and driver to insure the safe operation of this vehicle and to maintain the car's safe operating condition over the course of the event.

Signature - Driver #1 _____ Driver #2 _____ Date _____

| PRE-TECH INSPECTION LIST — CHECK AS MANY ITEMS AS POSSIBLE PRIOR TO EVENT | | | | | |
|---|------|------|--------------------------------------|------|------|
| VEHICLE EXTERIOR | PASS | FAIL | ENGINE & TRUNK COMPARTMENT | PASS | FAIL |
| Brakes lights | | | Battery secure | | |
| No fluid leaks | | | Brake pads (3/16 min) | | |
| No cracked glass | | | Fan belt | | |
| No excessive rust | | | Throttle – 2 return springs | | |
| Exterior mirrors | | | Oil and gas lines secure | | |
| Tire pressure front/ rear | | | No oil leaks | | |
| | | | | | |
| SUSPENSION & RUNNING GEAR | PASS | FAIL | VEHICLE INTERIOR | PASS | FAIL |
| Steering linkage | | | Interior mirror | | |
| Suspension & shocks | | | Seat belts | | |
| Wheel bearings | | | Safety equipment (as required) | | |
| Brake lines – metal and flexible | | | Pedal bushings | | |
| Brake fluid – level and condition | | | Brake pedal firm | | |
| Rim condition | | | Loose items removed | | |
| | | | | | |
| TRACK DAY TECH INSPECTION — TO BE COMPLETED BY TECH INSPECTOR | | | | | |
| Tires in good condition | | | Firm brake pedal | | |
| Lug nuts – (torqued to 96 ft/lbs) | | | Battery secure | | |
| No fluid leaks | | | Car # both sides | | |
| Brake lights | | | Loose items removed from car | | |
| Brake fluid level | | | Helmet: Snell (SA or M) 2005 or 2010 | | |

| Modification Points | | For definition of “stock” and for all * notes listed below, please see the opposite page. | | | |
|---------------------------------|--|---|----------------------------------|------------------------------------|-----------------------|
| 1 Tires & Suspension | | M | Non-stock gears or ring & pinion | 6 | |
| A | Tire width increase over stock * | 2,4 | | | |
| B | Increase in track of over 2” | 2 | | | |
| C | Tires w/ DOT rating of 139 or less * | 2,4 | | | |
| D | Race tires * | 6 | | | |
| N,S,T | Susp. Changes * | 2,4,6 | | | |
| O | Non-stock shock tower stiffener | 1 | | | |
| P-Q | Non-stock swaybars, springs, torsion * | 1-4 | | | |
| R | Lowering through machining | 2 | | | |
| T | Tube framed cars | 10 | | | |
| Z,AA,BB | MO30, Non-stock PASM * | 2,4 | | | |
| 2 Drive Train and Brakes | | 3 Engine Modifications | | | |
| X | Non-stock brakes * | 2 | | | |
| L | Non-stock LSD or “Quaife” | 2 | | | |
| | | | E | Induction system modification * | 4 |
| | | | F | Non-stock heads * | 5 |
| | | | G | Non-stock camshaft | 5 |
| | | | H | Added turbo or supercharger | 15 |
| | | | I | Turbocharger system changes * | 7 |
| | | | J | Engine displacement increase * | Percentage () x 36 |
| | | | K | Engine change; HP+ * | Increase in HP (x.22) |
| | | | 4 Body Modifications | | |
| | | | Y | Removal of weight * | 4, 8, 12, etc. |
| | | | V | Non-stock aerodynamic aids * | 1,2 |
| | | | W | Removal/alteration of windshield * | 6 |
| | | | | TOTAL POINTS | |

Autocross, DE & Time Trial Technical Reference Sheet

*** It is your responsibility to properly classify your car ***

These rules are abbreviated and may be incomplete. See the full Zone 8 rules at zone8.pca.org or on-site at registration and tech inspection.

| <p>Class Definitions</p> <p>A All 356 (push rod), 912, 914 1.7 & 1.8</p> <p>C 914 2.0, 912E, 924</p> <p>F All 4-Cam 356, '65-'68 911 & 911L 2.0, '69-'71 911E 2.0 & 2.2, '68-'73 911T 2.0, 2.2, & 2.4.</p> <p>G 944 2.5 & 2.7, 924S 2.5, 924 Turbo 2.0, 944S 2.5</p> <p>H '67-'69 911S 2.0, '70-'71 911S 2.2, 914-6 2.0, '74-'77 911 & 911S 2.7, '74-'75 911 Carrera 2.7</p> <p>I '78-'83 911SC 3.0, '72-'73 911S 2.4, '72-'73 911E 2.4, '78-'84 928 & 928S</p> <p>J '84-'89 911 Carrera 3.2, '86-'88 944 Turbo 2.5, '85-'86 928S, '89-'91 944S2 3.0</p> <p>K '76-'77 930 Turbo, '87-'95 928 (all), '88 944 Turbo S, '89 944 Turbo, 968, '89-'94 964 2&4, 964 Speedster, 964 American Roadster, 964 RS America, 964 Turbo look</p> <p>L '97-'04 986 Boxster</p> <p>M '00-'04 986 Boxster S, '05-On 987 Boxster, Cayman</p> <p>N '05-On 987 Boxster S & Spyder, Cayman S & R</p> <p>O '78-'92 930 & 911 Turbo, 993 2&4, 993 C2S, 993 C4S, '99-'01 996</p> <p>P '02-'04 996, 996 C4S, 997</p> <p>Q 1994 911 Turbo, 993 Turbo, 996 Turbo, 997 C2S, 997 C4S, 997 Turbo & Turbo S, GTS, Speedster</p> <p>R 996 GT2, 996 GT3, 997 GT2, GT2 RS, 997 GT3, GT3 RS</p> | <p>Novice 1, 2 & 3 (A-K, L-N & O-R, < 7 events, AX only)</p> <p>Cayenne and Panamera All models</p> <p>911 Spec. 911's conforming to www.spec911.com</p> <p>944 Spec, 944 Cup and 944 Super Cup. 944's conforming to www.nasaproracing.com</p> <p>Boxster Spec and Boxster Spec-X. Boxster's conforming to www.boxsterspecracing.org</p> <p>X 924GTS, 911RSR, 934, 935, 959, Carrera GT & other factory race cars and exotics, non-Porsches.</p> | <p>Stock is defined to be US specification base model Porsches. Any non-stock equipment listed is assessed modification points whether it is a factory option or after-market product.</p> <p>Note: The novice classes & classes KS/S to RS/S do not take points for modifications. Classes AS/S to JS/S are 0-6 points. All S/S classes have other restrictions; see the complete rules for details.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|---|------|----------|-------|-------|-------|-------|-------|-----|---|------|----|----|---|--|--|--|---|------|----|----|----|---|--|--|---|------|----|----|---|---|--|--|----------|------|----|----|----|----|---|--|---|------|----|----|---|--|---|--|---|------|----|----|---|--|---|--|----------|------|----|----|----|----|---|--|---|------|----|----|----|---|---|--|---|------|----|----|---|---|---|--|---|------|----|----|---|---|---|--|---|------|----|----|----|---|---|--|---|------|----|----|---|---|---|--|---|------|----|----|----|---|---|--|---|------|----|----|---|---|---|--|----------|------|----|----|----|----|------|------|
| <p>Class Progression due to Modification Points</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th></th> <th>See Note</th> <th>0-8</th> <th>9-20</th> <th>21-40</th> <th>41-54</th> <th>55-74</th> <th>75+</th> </tr> </thead> <tbody> <tr> <td>↔</td> <td>RS/S</td> <td>RS</td> <td>RP</td> <td>1</td> <td></td> <td></td> <td></td> </tr> <tr> <td>↑</td> <td>QS/S</td> <td>QS</td> <td>QP</td> <td>QI</td> <td>1</td> <td></td> <td></td> </tr> <tr> <td>↑</td> <td>PS/S</td> <td>PS</td> <td>PP</td> <td>1</td> <td>↓</td> <td></td> <td></td> </tr> <tr> <td>Novice 3</td> <td>OS/S</td> <td>OS</td> <td>OP</td> <td>OI</td> <td>OM</td> <td>1</td> <td></td> </tr> <tr> <td>↔</td> <td>NS/S</td> <td>NS</td> <td>NP</td> <td>1</td> <td></td> <td>↓</td> <td></td> </tr> <tr> <td>↑</td> <td>MS/S</td> <td>MS</td> <td>MP</td> <td>1</td> <td></td> <td>↓</td> <td></td> </tr> <tr> <td>Novice 2</td> <td>LS/S</td> <td>LS</td> <td>LP</td> <td>LI</td> <td>LM</td> <td>1</td> <td></td> </tr> <tr> <td>↔</td> <td>KS/S</td> <td>KS</td> <td>KP</td> <td>KI</td> <td>1</td> <td>↓</td> <td></td> </tr> <tr> <td>↑</td> <td>JS/S</td> <td>JS</td> <td>JP</td> <td>1</td> <td>↓</td> <td>↓</td> <td></td> </tr> <tr> <td>↑</td> <td>IS/S</td> <td>IS</td> <td>IP</td> <td>1</td> <td>↓</td> <td>↓</td> <td></td> </tr> <tr> <td>↑</td> <td>HS/S</td> <td>HS</td> <td>HP</td> <td>HI</td> <td>1</td> <td>↓</td> <td></td> </tr> <tr> <td>↑</td> <td>GS/S</td> <td>GS</td> <td>GP</td> <td>1</td> <td>↓</td> <td>↓</td> <td></td> </tr> <tr> <td>↑</td> <td>FS/S</td> <td>FS</td> <td>FP</td> <td>FI</td> <td>1</td> <td>↓</td> <td></td> </tr> <tr> <td>↑</td> <td>CS/S</td> <td>CS</td> <td>CP</td> <td>1</td> <td>↓</td> <td>↓</td> <td></td> </tr> <tr> <td>Novice 1</td> <td>AS/S</td> <td>AS</td> <td>AP</td> <td>AI</td> <td>AM</td> <td>AR-1</td> <td>AR-2</td> </tr> </tbody> </table> | | | | See Note | 0-8 | 9-20 | 21-40 | 41-54 | 55-74 | 75+ | ↔ | RS/S | RS | RP | 1 | | | | ↑ | QS/S | QS | QP | QI | 1 | | | ↑ | PS/S | PS | PP | 1 | ↓ | | | Novice 3 | OS/S | OS | OP | OI | OM | 1 | | ↔ | NS/S | NS | NP | 1 | | ↓ | | ↑ | MS/S | MS | MP | 1 | | ↓ | | Novice 2 | LS/S | LS | LP | LI | LM | 1 | | ↔ | KS/S | KS | KP | KI | 1 | ↓ | | ↑ | JS/S | JS | JP | 1 | ↓ | ↓ | | ↑ | IS/S | IS | IP | 1 | ↓ | ↓ | | ↑ | HS/S | HS | HP | HI | 1 | ↓ | | ↑ | GS/S | GS | GP | 1 | ↓ | ↓ | | ↑ | FS/S | FS | FP | FI | 1 | ↓ | | ↑ | CS/S | CS | CP | 1 | ↓ | ↓ | | Novice 1 | AS/S | AS | AP | AI | AM | AR-1 | AR-2 |
| | See Note | 0-8 | 9-20 | 21-40 | 41-54 | 55-74 | 75+ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ↔ | RS/S | RS | RP | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ↑ | QS/S | QS | QP | QI | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ↑ | PS/S | PS | PP | 1 | ↓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Novice 3 | OS/S | OS | OP | OI | OM | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ↔ | NS/S | NS | NP | 1 | | ↓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ↑ | MS/S | MS | MP | 1 | | ↓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Novice 2 | LS/S | LS | LP | LI | LM | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ↔ | KS/S | KS | KP | KI | 1 | ↓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ↑ | JS/S | JS | JP | 1 | ↓ | ↓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ↑ | IS/S | IS | IP | 1 | ↓ | ↓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ↑ | HS/S | HS | HP | HI | 1 | ↓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ↑ | GS/S | GS | GP | 1 | ↓ | ↓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ↑ | FS/S | FS | FP | FI | 1 | ↓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ↑ | CS/S | CS | CP | 1 | ↓ | ↓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Novice 1 | AS/S | AS | AP | AI | AM | AR-1 | AR-2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

I. Tires & Suspension:

A. Tire Size (widest on car)

| CLASS | 2pts | 4pts | CLASS | 2pts | 4pts |
|---------|---------|----------|------------|---------|----------|
| A, C, F | 210-225 | over 225 | K | 260-275 | over 275 |
| G | 230-245 | over 245 | L, M, N, O | 270-285 | over 285 |
| H | 210-225 | over 225 | P,Q | 290-315 | over 315 |
| I | 230-245 | over 245 | R | 325-340 | over 340 |
| J | 245-255 | over 255 | | | |

C. Soft compound high-performance tires

DOT tread wear rating 50 – 139. Add **2-pts**
 DOT tread wear rating 0 – 49. Add **4-pts**

D. Race tires, (Non-DOT) not allowed in S/S, S or P classes (points in addition to any size points)

Add **6-pts**

N. Non-stock shock absorbers with remote or external reservoirs, or with more than single-mode adjustability.

Add **2-pts**

P. Non-stock sway bars

Factory Add **1 pt**, Aftermarket Add **2-pts**

Q. Non-stock springs/torsion bars

Factory Add **1 pt**, Aftermarket Add **2-pts**

S. Non-stock equipment to increase available camber adjustment.

Add **2-pts**

T. Installation of a "monoball" front suspension or equivalent. N/A for a "monoball" that is part of items assessed points in part S.

Add **2-pts**

Z. Adding a US specification MO30 suspension package in its entirety with original factory parts (at the factory or after the fact).

Add **2-pts**

AA. For the 968 only, adding MO30 performance package in its entirety with original factory parts (at the factory or after the fact).

Add **4-pts**

BB. Non-stock PASM package (includes springs/shocks) whether or not activated.

Add **2-pts**

2. Brakes:

X. Non-stock brakes -- Other than drilled/slotted stock rotors or non-stock master cylinder.

Add **2-pts**

3. Engine Modifications:

E. Induction system modification:

Electronic or CIS injection to carbs/mechanical injection and/or Venturis or fuel distributor/controller other than original.

Add **4-pts**

F. Non-stock heads (including changes in valve size, porting/polishing, fly-cutting or compression ratio changes by any means.)

Add **5-pts**

I. Increased or adjustable boost, or modifications to the wastegate or turbocharger.

Add **7-pts**

J. Engine displacement increase over stock: Percentage of engine displacement increase multiplied by 36 = total points.

In cases where entire engines and associated engine components are replaced with a stock engine of higher horsepower, and no modifications are made to this engine; you can take the following points instead of items "E" through "J", or for other horsepower increases from modifications not otherwise listed: Increase in horsepower multiplied by 0.22 = total points. For sums ending in more than a whole number, round to the next highest whole number.

4. Body Modifications

V. Non-stock aerodynamic aids

Factory Add **1 pt**, Aftermarket Add **2-pts**

W. Removal or alteration of windshield other than replacement with lighter weight materials.

Add **6-pts**

Y. Removal of weight, per 100 pounds (0-50lbs = 0-pts, 51-150lbs = 4-pts, 151-250 = 8-pts, 251-350 = 12-pts etc.) Curb weight is defined as the weight of the base car in the owner's manual; ready to drive with all fluids (gas, oil, etc) full, tools, spare tire, etc in the car but no driver. If a weight range is listed the lowest number should be used. Anything removed for purposes of Section XIII Part M may be replaced and all fluids may be topped off, as needed, before weighing.