

CAR CLASSIFICATION

Model Classification

The class structure listed below is adapted from the 2013 Porsche Parade Competition Rules (PCR) Section A-9.2, Recommendations for PCA Regions Running 40-80 Competitors (Medium Sized Region) with some slight tweaks.

Cars are classified within four major categories, as follows:

- Stock (S) Category: Five (5) classes for a limited number of relatively recent automobiles as normally delivered and specified for use in the U.S. and Canada. Not all models have a Stock class.
- Production Class (P) Category: Eight (8) classes for automobiles that either exceed the Stock allowances delineated in the Allowances Table, or that are not listed in the Stock Category.
- Improved/Modified (I/M) Category: Two (2) classes for automobiles exceeding Stock and Street Prepared class allowances delineated in the Allowances Table.
- Non-Porsche Category: Guest
- "L" Designates Ladies Class

Showroom Stock Class	Model	Production Class	Model
S1 S1-L	968 (All) 911 Carrera 2 (964:1990-1994) Carrera 4 (964:1989-1994) RS America (1993-1994) Boxster (986:1997-2004) Cayenne (9PA:2003- On) Panamera (2010- On)	P1 P1-L	356 (All) 912/912E (All) 914/4 (All) 924 (All) Cayenne (9PA:2003- On) Panamera (2010- On)
S2 S2-L	911 Carrera (993:1995-1998) Boxster S (986:2000-2004) Boxster (987:2005-On) Cayman (2006-On)	P2 P2-L	911 (1965-1969) 911 (1970-1977) 914/6 (All) 924S (All) 924 Turbo (931: All) 944 (All) 944S (All)
S3 S3-L	911 Carrera (996:1999-2004) 997 (2005-On) 911 Carrera (991:2012-On) 911C2 Turbo (965: 1991-1994) Boxster S (987:2005-On) Cayman S (2006-On)	P3 P3-L	911SC (1978-1983) 911 Carrera 3.2 (1984-1989) 911 Speedster (1989) 944 Turbo (951: All) 928 (All)
S4 S4-L	993 Turbo (All) 996 Turbo (Non-GT2) 997S except X51 (2005-2009) 991S (2012-On) Boxster Spyder (All) Cayman R (All)	P4 P4-L	911 Carrera 2 (964:1990-1994) Carrera 4 (964:1989-1994) RS America (1993-1994) 944S2 (All) 968 (All) Boxster (986:1997-2004)
S5 S5-L	997S X51 (2007-2009) 997S/GTS (2010-On) 996 GT2/GT3 (2002-2005) 997 GT2/GT3/GT3RS (2007-On) 997 Turbo (All) Carrera GT (980:2004-On)	P5 P5-L	911 Turbo (1976-1989) 911 Carrera, Carrera S, C4S (993:All) Boxster S (986:1997-2004) Boxster (987:2005-On) Cayman (2006-On)
		P6 P6-L	911 Carrera (996:1999-2004) 997 (2005-On) 911 Carrera (991:2012-On) 911C2 Turbo (965:1990-1994) Boxster S (987S:2005-On) Cayman S (2006-On)
		P7 P7-L	997S except X51 (2005-2009) 991S (2012-On) 993 Turbo (All) Boxster Spyder (All) Cayman R (All)
		P8 P8-L	996 Turbo (Non-GT2) 997S X51 (2007-2009) 997S/GTS (2010-On) 996 GT2/GT3 (2002- 2005) 997 GT2/GT3/GT3RS (2005-On) 997 Turbo/Turbo S (All) Carrera GT (980:2004-On)
I I-L	Any Porsche exceeding Street Prepared allowances (All)	Guest	Any
M M-L	Any Porsche exceeding I Class allowances (All)		

Category Allowances The following table is from the 2013 Porsche Parade Competition Rules (PCR), Section A-2.5.

If your Porsche is listed in a Stock class but fails to conform to each item in the Stock column, then it bumps to its corresponding Street Prepared class. • If your Porsche fails to conform to each item in the Production Class column, then it bumps to the Improved class.

• If your Porsche fails to conform to each item in the Improved column, then it bumps to the Modified class.

A-2.4. Class Progression Showroom Stock automobiles are not permitted any modifications beyond A-2.5.3. and A-2.5.4.

For Production category automobiles, the classification of your automobile depends not only on the model but also on the type of changes (if any) made to or options on the automobile. Improvements and alterations may cause your automobile to progress into a more competitive class.

Some modifications are “free,” that is allowed without effect on classification. Other modifications from stock are considered to affect performance and therefore may move the automobile into any of the Production, Improved or Modified classes depending on the performance effect of the modification.

A-2.5.3. “Free” Modifications Safety equipment is free in all classes except Showroom Stock, provided limits of any class category are met. Items considered free include harness bars, fire extinguishers, non-factory seat belts, race seats, window nets, head rests, cut-off switches, tow hooks, seat back braces and required mounts for any of the above. In Showroom Stock, attachments points or mounts for any of these items may be left in the automobile, but the actual device will not be allowed to remain or be used if it could be considered to provide the driver or the automobile any performance advantage.

A-2.5.4. Showroom Stock Modifications Unless otherwise specified in these rules, no alterations or modifications are allowed to these automobiles.

Only original equipment manufacturer (OEM) wheels as originally specified and OEM tire sizes as originally specified for each specific model year are permitted. All Showroom Stock class tires must have a tread wear rating of 140 or greater. Wear and tear items, excluding tires, must be comparable in construction and specifications to the originally supplied factory components. Adjustments are permitted provided no modifications and/or alterations are necessary to achieve the desired adjustment.

No aftermarket equipment that might be reasonably perceived as performance affecting is permitted in these classes. Items included in this restriction include, but may not be limited to, aftermarket air filters, aftermarket exhaust systems, aerodynamic aids, computer chips, five/six point seatbelts, race seats, harness bars, roll bars, roll cages, etc.

A-2.5.5. Production Modifications The Production category is for street automobiles altered beyond the Showroom Stock limits and older Porsches. The following adjustments, alterations or modifications are allowed in the Production class automobiles plus what was allowed in Showroom Stock. Automobiles may be updated to another model provided all of the automobile is brought up to that models specifications.

A-2.5.5.1. Engine

a) Air Cleaner: The air cleaner may be removed or replaced with another type.

b) Modified Ignition: Any modification is permitted, provided an original type distributor is used.

c) Modified Carburetors: Any automobile originally carbureted may have any carburetor, provided the throttle bore and venturi dimensions are not changed from original specifications. Jet sizes may be changed. 911 models with mechanical fuel injection or Solex carburetors may change to replacement carburetors that have throttle bores no larger than 40mm. 914/912E models may be converted to carburetors with throttle bores no larger than 40mm.

d) Fuel Injection: No substitution of performance affecting components for fuel injected automobiles is

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- per- mitted. Any DME EPROM chip may be used except for those chips programmed to alter turbo boost. No modifications to the intake manifold are allowed.
- e) Wet Sump Modifications: If an automobile has a wet sump lubrication system, the sump may be modified to ensure a constant source of engine lubrication at the oil pickup tube. If an automobile has a dry sump lubrication system, no modifications are permitted.
 - f) Modified Oil Cooler/Filter: The addition of any oil cooler and/or filter is permitted.
 - g) Substituted Roller Bearing Cranks: For 356-based or Carrera 4-based engines, any roller bearing crank may be used. Plain bearing cranks may be substituted for roller bearing cranks. Counterbalanced cranks are permitted.
 - h) Balanced Engine: Balancing of internal engine parts is permitted.
 - i) Camshafts: The stock camshaft must be used.
 - j) Exhaust Modifications: Alternate exhaust systems are permitted after the head(s) for automobiles with or without catalytic converters. Headers are permitted. A muffler is required. Air pumps may be removed.
 - k) Air Conditioning: Removal is permitted provided original automobile may have been delivered without it.
 - l) Overbore: Overbore is allowed up to 1.2MM(0.047”).
 - m) Gasoline: Any grade of automotive gasoline available to the general public through normal retail service stations is permitted.
 - n) Clutch: Any model clutch is allowed. Rubber center clutch discs may be replaced with spring discs. The flywheel may be lightened.
 - o) Velocity Stack: Velocity stacks may be added or modified.
 - p) Compression Ratio: Engine compression ratio’s may be increased up to .5 points from U.S. production specifications.
 - q) Fuel Pump: Fitting of an electric fuel pump is per- mitted.
 - r) Chain Tensioners/Guards: Any chain tensioner or guards are permitted.
 - s) Battery: Any battery may be used. Those automobiles delivered with two batteries may remove one.

A-2.5.5.2. Suspension

- a) Limited Suspension Adjustments: Any adjustment of the standard suspension components is permitted, provided no machining is required for the adjustment. Factory components must be used for mounting of struts and shock absorbers to the body.
- b) Alignment: Any adjustment may be made provided no other change is necessary to make the adjustment.
- c) Coil Springs/Torsion Bars: Any coil spring may be replaced by any other coil spring. Any torsion bar may be replaced by any other torsion bar as long as they are of the same type and mount in the same manner without modification to the chassis or suspension components.
- d) Shocks Absorbers: Any shock absorber may be used provided it is not remotely adjustable.
- e) Adjustable spring perches are allowed.
- f) Sway Bars: Any anti-sway bar may be installed. Sway bar may not be adjustable from the cockpit.
- g) Rear Camber Compensation (356 Only): Any rear camber compensating device may be used.
- h) Bushings: Non-standard (non-elastic) suspension bushings may be used.
- i) Shock Tower Brace: A front and/or rear shock tower brace may be used in any automobile provided that:
 - i. it can be quickly and easily removed, it must be a bolt-in component. Any number of attachment points may be used;
 - ii. all attachment points are within three inches of a vertical plane passing through the top center of the shock absorber.

- j) Spring Plates: Adjustable spring plates are permitted on any automobile not so equipped from the factory.
- k) Tie-Rod Ends: The use of 911 Turbo tie-rod assemblies is permitted.
- l) Hydro-pneumatic Suspension: Removal of this suspension is not only allowed but is encouraged.
- m) A-arms: 924/944/968 series may use aftermarket a- arms provided suspension geometry is not altered.

A-2.5.5.3. Brake/Wheel/Tire

- a) Tires: All tires must be Department of Transportation (DOT) approved. Any DOT listed tire may be used providing they have a visible tread, have DOT wear indicators and have visible tread across the entire tread surface. These may be "R" type tires. Tire aspect ratio and width is free but must fit under the stock fender wells. Tires must be marketed nationally and generally available to all competitors. The cord may not be visible before, during, or after runs. Recapped tires or re-grooved tires are not allowed. Competitors are responsible for policing the "rubbing tire" rule and protests must be made before timed runs.
- b) Track Width: Modifications to track width by the use of wheel spacers and/or wheel offset are permitted provided no modifications to the automobile, other than increasing the stud/bolt length, are performed. Increase may not be more than 1.0" over stock. Only 356 models with drum and very early disc brakes may use individual spacers for each wheel stud.
- c) Brakes: Pads, linings, and brake lines of any manufacture may be used. Any type of brake cooling may be used. Rotors may be drilled or slotted. Brake bias valve may be changed but cockpit adjustable valves are not permitted.
- d) Increased Rim Width: Rim width may be increased up to 1.0" over the widest rim available from the factory (front and rear respectively; see Appendix V) for that model range so long as the width does not extend beyond the stock fender width as measured from the top of the tire and fits the stock fender wells.
- e) Wheels: All wheels shall be the same diameter as available from the factory for the model range of the automobile or within an increase or decrease of 1.0" from the factory specifications.
- f) Spare Tire: The supplied spare tire may be removed

A-2.5.5.4. Chassis/Body/Interior a) Limited Fender Modifications: Fenders (including wheel openings) may be modified provided the tire- wheel-spacer combination and ride-height setting used could be used without the fender modification (i.e., could be used on an unmodified automobile of the same model and year.) In the event of a protest, the entrant must be able to prove compliance with this rule.

- b) Interior Modifications: Any accessory, gauge, or indicator may be fitted if its purpose is to improve driver or passenger comfort or convenience and provided such items have no effect whatsoever on mechanical performance. Alternate seats may be used and floor mats may be removed. Any steering wheel is allowed.
- c) Roll Bars: Roll bars are permitted. Full interior roll cages are not permitted.
- d) Spoilers: Any rear spoiler, unless as delivered as a factory option, is permitted provided the leading edge of the spoiler is attached to the automobile, the spoiler is no wider than the stock body width and the spoiler doesn't exceed 5" in height from the leading edge.
- e) Air Dams: Any front air dam, unless as delivered as a factory option, is permitted provided it does not extend to less than 3" above the ground and not forward of the front bumper.
- f) Seam Reinforcement (914 Only): Seam reinforcement kits are permitted "free" on 914s, provided each reinforcement is limited to a single seam and that all reinforcements combined do not substantially increase the rigidity and stiffness of the chassis. It is recommended to 914 model owners to have the chassis inspected for rust on a periodic basis.
- g) Bumpers: Bumpers may be removed on any 356 series automobile.
- h) Weight: Automobile must meet minimum weight. Ballast is not allowed.
- i) Bolt-on windshields: Bolt-on windshields may be removed.

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- A-2.5.5.5. Transmission** a) Limited Slip: Limited slip is permitted in all automobiles
b) Gear Shift Linkages: Gear shift linkages may be modified or exchanged. This permits the use of a short shift kit in any automobile or the use of side-shifter transmission in any 914.

A-2.5.6. Improved Modifications.

The improved category is for street vehicles with modifications beyond those allowed in the Production Category. The modifications are limited but much more liberal than those in the Showroom Stock or Production Categories. The following adjustments, alterations, or modifications are allowed in the Improved class automobiles plus what was allowed in the Showroom Stock and Production classes.

- A-2.5.6.1. Engine** a) Mufflers: Mufflers may be removed provided this is permitted by the event organizer and the local authorities/jurisdiction.
b) Ignition: Any ignition system is allowed.
c) Gasoline: Any gasoline is permitted.
d) Engine Substitution: Any Porsche engine is permitted in any automobile.
e) Fuel Management: Automobiles may use any fuel management/induction system including chips or other means that alter turbo boost. Turbochargers or superchargers are permitted.
f) Compression Ratio: Engine compression ratio's may be increased up to 1.0 points.
g) Battery Location: The battery may be located any- where within the automobile.
h) Intake System: Any intake system may be used.
i) Wet/Dry Sumps: Any change or addition is permitted.

- A-2.5.6.2. Suspension** a) Shocks Absorbers: Multi-adjustable or remotely adjustable shock absorbers are permitted.
b) Camber Plates: Camber plates are permitted. Machining of factory mounting points is permitted to allow greater suspension adjustment.
c) Raised Spindle: Raised spindles are permitted on strut type suspensions.
d) Suspension Mounts: Any suspension mount may be used provided the number of mounting points and mounting locations remain as factory.
e) Suspension Arms: Any suspension arm may be used provided use requires no other automobile modifications. For example, this includes the use of any lower control arm, tie-rod assembly and/or bump steer kit.

- A-2.5.6.3. Wheel/Brake/Tire** a) Brakes: Any brake modifications are permitted. Any brake biasing valve is permitted.
a) Tires: Any DOT tire is permitted. The cord may not be visible before, during or after official timed runs.
b) Track Width: Modifications to track width are permitted up to 2.0" over stock. Only 356 models with drum and very early disc brakes may use individual spacers for each wheel stud.
c) Increased Rim Width: Rim width may be increased up to 2" over widest rim available from the factory (front and rear respectively; see Appendix V) for that model range so long as the width does not extend beyond the fender.
d) Wheels: Wheels may be any diameter.

- A-2.5.6.4. Chassis/Body/Interior** a) Roll Bars/Roll Cages: Roll bars or full interior cages are permitted.
b) Spoilers: Any spoiler is permitted.
c) Air Dams: Any front air dam is permitted.
d) Interior: Automobile must have dashboard, windows (glass or plexiglass), visors (if originally equipped), headliner, and door panels. The original number of seats and passenger restraints must be present. Removal of mats and loose carpeting is allowed (i.e., what isn't originally screwed and/or glued down). Headlights, taillights, brake lights and turn signal lights must be operational.

- e) Bodywork: The use of fiberglass or other material body components is permitted for the following components: hoods (front and rear), rear deck lids, bumpers and rocker panels.
- f) Fenders: Fenders may be altered to allow fitting of alternative wheels and tires.
- g) Fuel Tanks: Fuel tanks may be changed and/or relocated.
- h) Weight: Automobiles must meet the minimum weight for its class as autocrossed, without the weight of the driver. Ballast may be added to meet the minimum weight. Ballast must be securely bolted or attached inside the vehicle. Scales will be available, if necessary.

A-2.5.6.5. Transmission a) Transmission: Any Porsche based transmission is permitted.

b) Transaxle gear ratios. Any ratio set may be used outside of the specified gear set. Ring and pinion may be altered.

c) Limited Slip: Any limited slip may be used.

A-2.5.7. Modified Modifications

The modified category includes all automobiles modified beyond the allowable limits specified in the Showroom Stock, Production and Improved categories as well as some Limited Production and "tuner" automobiles. These rules provide the minimum that is required for the automobile to compete in this category. Some items are specified that are not allowed in this category. Unless defined as a production vehicle with complete documentation proving so, all racing, rally and special non-production Porsche models shall be included in this category.

A-2.5.7.1. Engine a) Any Engine, fuel(gasoline), ignition

b) Nitrous Oxide Systems: These systems are not permitted.

A-2.5.7.2. Suspension a) Machined Suspension: Any adjustment may be made and machining is allowed (such as machining to attain negative front camber on 356-series cars). Suspension points may be relocated.

b) Multi-linked Suspension: This suspension type is permitted and is free.

A-2.5.7.3. Wheels/Brake/Tire a) Wheel and Tire: Any wheel and tire combination is permitted. Non-DOT tires are permitted. The cord may not be visible before, during or after official timed runs.

A-2.5.7.4. Chassis/Body/Interior a) Chassis: Original Porsche based chassis, unibody or tube frame chassis is permitted.

b) Roll Cage: Any roll cage may be used. It may be used to connect suspension or any other component.

c) Bodywork: Automobile bodywork must maintain recognizable external features of the Porsche model. All four tires shall not extend beyond the fender openings at the highest point of the tire, unless the Porsche model was originally an open-wheeled design. Automobile bodywork must include a front and rear trunk or deck lid and doors.

A-2.5.7.5. Transmission

a) Transmission: Any

A-2.5.8. Other Modifications Any equipment, component, part, or modification which is deemed performance-affecting and which is not specified will make the automobile entered subject to reclassification to a higher class or category by the Safety Inspection team or the Protest Committee at their discretion or by protest of a competitor in the same class the automobile is competing.