



2026 PCA-CHICAGO AUTOCROSS GUIDE

2026 PCA-Chicago Autocross Guide – Adopted from the 2026 Parade Competition General Rules

Autocross is an all forward-motion, event with a rolling start and finish. Automobiles will be timed while driving a course laid-out on a paved area. Safety of the entrants, workers and spectators is of paramount importance in the design and conduct of the event.

A-1. Referenced Rules

The rules referenced below apply to autocross.

(a) Eligibility. See G-2.2.

(b) Protests. See G-9.

(c) Awards. See G-11.1.

(d) Entrants must complete on-site check-in before the event, or they will not be allowed to compete. Entrant classification or classification changes must occur no later than 10:00am the Thursday before the event starts. Any exceptions need to be approved by the Autocross Chair or Protest Committee before runs commence. (See G-2.4)

A-2. Classification

Entrants are responsible for properly classifying their automobiles. Refer to G-5.2. "Mis-classification", G-3.2. "Questions", and G-9 5.3(b) "Automatic Disqualifications".

A-2.1. Categories

There are three categories of classes – Production, Open, and Non-Porsche "X". The philosophy statements for these classing groups do not imply additional allowances not specifically stated.

The Production (B) category contains automobiles as normally delivered to the United States and Canadian public through authorized Porsche sales outlets with limited common performance affecting changes from stock. Production Category rule sets are divided into two groups: one for "current" 1997+ water-cooled models (See A-2.5.3) and the other for "classic" pre-1997 water-cooled and all air-cooled models (See A-2.5.4).

The Modified (O) category contains automobiles that have performance-affecting modifications beyond the limits of the Production Category allowances as well as factory-built and other race prepared automobiles.

A-2.2. Classes

Each category is divided into classes, grouping automobiles with similar performance potential. Each class is further divided into an Open group (both men and women can participate) and a separate Women's groups for scoring purposes. Classes prefixed with "B" are Production Classes, those with "O" are Modified Classes, those with "T" are 4-door / SUV classes, and those with "X" are Non-Porsche classes.

"Open" and "Women's" classes are designated with a suffix no suffix or "W" respectively as appropriate for each class. These classes are presented in the Class Chart and correspond to the Classes in Clubregistration.net.

Production Class automobiles are classed according to their initial car type and the modifications as allowed in these rules.

If an automobile is not a United States or Canadian specification automobile, the entrant must be able to prove that the automobile is equivalent to the respective Production automobile (as delivered to the United States public through authorized sales outlets of the manufacturer) to qualify; otherwise, the automobile will be classified in the Modified category. DOT and/or EPA Certification alone do not make an automobile equivalent to a U.S. specification automobile for the purposes of the PCRs.

A-2.2.1. Class Chart - Production

The following table lists all autocross classes grouped and sorted by class.

2026 PCA-CHICAGO AUTOCROSS CLASSES

PCAC uses the current PCA Parade Competition rules for the Production Category to guide how a vehicle is classed. Cars with less than 200 treadwear rating are moved to 'Open" class, unless the tire is an N-spec tire that was used as factory original equipment.

The following table lists the AutoX class by type of car - enter on Tech Sheet Step 1.

B1		
1948-1965	356	B1
1965-1969	912	B1
1970-1975	914/4 & 914/6	B1
1976	912E	B1
1976-1988	924 - All Models	B1
1978-1995	928 - All Models	B1
1983-1991	944 - All Models	B1
1992-1995	968 - All Models	B1
1965-1998	911 - All Air-Cooled Models	B1

B2		
1999-2005	996-911 Carrera	B2
2002-2005	996-911 Carrera S	B2
1997-2004	986 Boxster	B2
2000-2004	986 Boxster S	B2
2009-2012	987 Boxster / Cayman	B2

B3		
2005-2012	987-Boxster S / Cayman S	B3
2010-2012	987-Boxster Spyder / Cayman R	B3
2013-2016	981-Boxster / Cayman	B3
2013-2016	981-Boxster S / Cayman S	B3
2017 -On	718-Boxster / Cayman	B3
2020 -On	718-Boxster T / Cayman T	B3

B4		
2014-2016	981-Boxster GTS / Cayman GTS	B4
2017-On	718-Boxster S / Cayman S	B4
2017-On	718-Boxster GTS / Cayman GTS	B4
2005-2012	997-911 Carrera	B4
2005-2012	997-911 Carrera S	B4
2005-2012	997-911 Carrera S & X51	B4
2010-2012	997-911 GTS	B4
2011-2012	997-911 Speedster	B4
2007-2013	997-911 Turbo & S	B4
2012-2019	991-911 Carrera	B4
2018-2019	991-911 Carrera T	B4
2012-2019	991-911 Carrera S & X51	B4
2020-On	992-911 Carrera	B4
2020-On	992-911 Carrera T	B4
2020-On	992-911 Carrera S	B4

B5		
2015-2016	981-Boxster Spyder / Cayman GT4	B5
2020-On	718-Boxster & Cayman GTS 4.0	B5
2021-On	718-Boxster Spyder & RS	B5
2020-On	718-Cayman GT4 & GT4RS	B5
2012-2019	991-911 Carrera GTS	B5
2020-On	992-911 Carrera GTS	B5
2014-2019	991-911 Turbo & S	B5
2021-On	992 -911 Turbo & S	B5
2004-On	GT3 & GT3RS	B5
2004-On	GT2 & GT2RS	B5
2023-On	992 - Dakar	B5
2022-On	992 - Sport Classic	B5
2016	991-911R	B5
2024	992-911 S/T	B5
2004-2005	Carrera GT	B5
2014-2015	918 Spyder	B5
2020-On	Taycan - All Models	B5

T1 - SUV / Panamera		
2003 - On	Cayenne - All Models	T1
2014 - On	Macan - All Models	T1
2011 - On	Panamera - All Models	T1



A-2.3. Class Scoring

All automobiles in a class must run in the same time frame, except for a car shared by multiple drivers. Small classes may be combined for run group efficiency, but the classes will remain separate for scoring and trophies.

A-2.4. Category Progression

Production category automobile classification depends on the model and type of changes (if any) made to or options on the automobile.

The Modifications Allowed List provides an overview, but not a definition, of what modifications are allowed for the category. Each category section defines the limits or allowances for modifications. **If a modification is not specifically listed, it is not allowed except in Modified.**

A-2.5. Allowances

IF THE RULES DO NOT SPECIFICALLY PERMIT A MODIFICATION, IT IS NOT ALLOWED EXCEPT IN MODIFIED.

Allowances are divided up into three categories: Free, Production and Modified. Some modifications are “free,” that is, allowed without effect on classification. Other modifications from Production are considered to affect performance and therefore may move the automobile into the Modified Class, depending on the performance effect of the modification. If certain modifications specified in the text are performed on your automobile, they progress into the Modified class where that modification is permitted. In Modified, the rules specify the minimum requirements necessary to compete.

Any equipment, component, part, or modification which is deemed performance-affecting, and not specified by the participant, will subject the automobile to reclassification to a higher category by the Safety Inspection team or the Protest Committee at their discretion if done before the competition, or disqualification or any other penalty deemed appropriate by the Protest Committee, if discovered during or after the competition by the Protest Committee or by protest of a competitor in the same class in which the automobile was competing.

A-2.5.1. Free Modifications

Safety equipment is free in all classes, provided limits of any class category are met. Items considered free for Production Class include: harness bars, fire extinguishers, headrests, cut-off switches, tow hooks, non-factory seats and non-factory seat belts provided that the seating surface must be fully upholstered and be a full back, bucket-type automobile seat incorporating a functional headrest but not “halo” type headrests. Kart seats, low-back dune buggy seats, and other similar types of seats are expressly prohibited. Cars may have no fewer than the standard number of seats. The seat tracks are considered part of the seat and may be substituted. Standard seat belts may be removed to facilitate the installation of alternate restraints complying with safety requirements. An alternate seat which replaces an airbag-equipped seat is not required to have an airbag.

For modified, the additional “free” items include race seats (however, Kart seats, low-back dune buggy seats, and other similar types of seats are expressly prohibited, and cars may have no fewer than the standard number of seats), window nets, headrests, cut-off switches, tow hooks, seat back braces and required mounts for any of the above.

A-2.5.3. Production Category Automobile Allowances for 1997+ Water-cooled Porsches

A-2.5.3.1.

The Production category is for automobiles altered beyond Showroom Stock limits. Automobiles may be updated to another model provided the entire automobile is brought up to that model’s specification. Automobiles may be updated or backdated per section.

A-2.5.3.2. Engine

- (a) Engine internals shall remain stock. IMS Bearing upgrades to M96 and M97 engines are allowed.
- (b) The air cleaner may be modified or replaced with another type.
- (c) Reprogramming of the DME is allowed for normally aspirated engines only.
- (d) Alternate exhaust systems are permitted after the cylinder heads. Headers are permitted. High flow catalytic converters are allowed but must be fully functional. Secondary catalytic converters may be removed. A functional muffler is required. Exhaust must not exceed 100db at wide open throttle 50ft from vehicle.
- (e) Turbochargers must remain stock.
- (f) Aftermarket or alternate OEM fuel injectors are permitted.
- (g) Alternate or modified plenums, throttle bodies, and associate tubing are allowed.
- (h) Gasoline: Any grade of automotive gasoline available to the general public through normal retail service stations is permitted.
- (i) Any single disk clutch and pressure plate is allowed. The flywheel and pressure plate may be lightened or replace with ones of alternate material.
- (j) Any lead acid, AGM, or Lithium battery may be used.
- (k) Any Air Oil Separator may be used on all models.
- (l) Any engine mount or transmission mount may be used.

A-2.5.3.3. Suspension

Provided that no machining (or "clearancing") is required to install any of the following items:

- (a) Any adjustment of the standard or approved alternate suspension components is permitted.
- (b) Coil springs may be replaced with ones of different specifications. Adjustable spring perches, spacers, and helper springs are permitted.
- (c) Any shock absorber may be used provided it has no external reservoirs. Alternate electrically adjustable shock absorbers may be used (only) if electrically adjustable shock absorbers were originally fitted (including any allowed through update/backdate allowances). Alternate shock controllers are allowed.
- (d) Mono-ball camber plates and/or upper shock mounts are permitted. Non-standard (non-elastic) suspension bushings including mono-ball types may be used in any position.
- (e) Any anti-sway bar may be installed. Sway bars may not be adjustable from the cockpit.
- (f) Bump steer correcting steering rack links and spacers are permitted.
- (g) Shock tower braces must remain stock. Bolt-on braces may be added to models not originally equipped with one.
- (h) Any "GT3 style" OEM and aftermarket adjustable lower control arms, including functionally equivalent types, may be used. Adjustable caster control arms, upper control arm, and adjustable toe links may be used.

A-2.5.3.4. Tires/Wheels/Brakes

- (a) Any Department of Transportation (DOT) approved tire may be used providing they have a visible tread across the tread surface. Tires must have been molded to a minimum tread depth of 7/32" when new and have a minimum tread wear rating of 200. Tire aspect ratio and width is free.
- (b) Any brand or model Porsche "N-Spec" tire in the exact size that could have been delivered from a Porsche factory on the year and model vehicle with a minimum TW rating of at least 60.
- (b) For models with multiple OEM wheel options, changes authorized in this section apply to sets of alternate wheel specifications in their entirety and position on the vehicle. OEM diameter, width, and offset specifications are the starting point for the following allowances.
- (c) All wheels shall be OEM diameter for the model range of the vehicle, or no more than an increase or decrease of 2" from the factory specifications.

(d) Rim width may be increased up to 1" over OEM specification. The use of wheel spacers and/or alternate wheel offsets is permitted provided the resulting combination does not decrease the wheel offset by more than 17mm from OEM.

(e) Any combination of allowable wheels, spacers, and tires must not rub the fender lip throughout the range of suspension movement during competition.

(f) Wheel bolts may be any length or may change to studs, if factory thread engagement is maintained. Non-OEM Titanium wheel bolts are permitted.

(g) Tires must be marketed nationally and generally available to all competitors. Tire cord may not be visible before a timed run.

(h) Brake pads, OEM dimension rotors, and brake lines of any manufacture or specification may be used.

A-2.5.3.5 Chassis/Body/Interior

(a) Any accessory if its purpose is to improve driver or passenger comfort, appearance, or convenience and provided such items have no effect on mechanical performance is permitted.

(b) Removal of jack, tools, spare tire, and owner's manual(s) is allowed.

(c) Floor and trunk mats and loose carpeting may be removed.

(d) Roll bars are permitted. Full interior roll cages are not permitted.

(e) Any OEM rear spoiler or rear wing, front air dam or lower lip, side skirt, or other aerodynamic device may be used as long as it originates from the same model family.

A-2.5.3.6. Transmission and Transaxles

(a) Gear shift linkages, cables, and shifter assemblies may be modified or replaced with items of unrestricted origin or design. Consoles may be modified to fit these items.

(b) A limited slip differential may be used.

(c) Torque-vectoring differentials may not be installed in vehicles models not originally equipped with one, except as allowed by complete update and backdate modifications. Mechanical parts may not be modified but differential controllers may be reprogrammed or replaced.

A-2.5.4. Production Class Automobile Allowances for all Air-Cooled and Pre-1997 Water-cooled Porsches

The Production category is for street legal automobiles altered beyond the Showroom Stock limits. Automobiles may be updated to another model provided the entire automobile is brought up to that model's specification. Automobiles may also be updated or backdated per section A-2.5.6.

A-2.5.4.1. Engine

(a) Air Cleaner: The air cleaner may be removed, modified or replaced with another type. Any modification may not conflict with other rules.

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

(c) Modified Carburetors: Any automobile originally carbureted may have any carburetor. Jet sizes may be changed. 911 models with mechanical fuel injection or Solex carburetors may change to replacement carburetors. 914/912E models may be converted to carburetors.

(d) Fuel Injection: 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) Turbochargers must remain stock.

(f) 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.

(g) Modified Oil Cooler/Filter: The addition of any oil cooler and/or filter is permitted.

- (h) Substituted Roller Bearing Cranks: For 356 based or Carrera 4-based engines, any roller bearing cranks. Counter-balanced cranks are permitted.
- (i) Balanced Engine: Balancing of internal engine parts is permitted. Any chain tensioner or guards are permitted on air-cooled engines.
- (j) Camshafts: The stock camshaft must be used.
- (k) 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.
- (l) Air Conditioning: Removal is permitted provided original automobile may have been delivered without it.
- (m) Overbore: Overbore is allowed up to 1.2MM (0.047").
- (n) Gasoline: Any grade of automotive gasoline available to the general public through normal retail service stations is permitted.
- (o) Clutch: Any model clutch is allowed. Rubber center clutch discs may be replaced with spring discs. The flywheel and pressure plate may be lightened.
- (p) Velocity Stack: Velocity stacks may be added or modified.
- (q) Compression Ratio: Engine compression ratios may be increased up to .5 points from U.S. production specifications.
- (r) Fuel Pump: Fitting of an electric fuel pump is permitted.
- (s) Battery: Any lead acid, AGM, or Lithium battery may be used. Those automobiles delivered with two batteries may remove one.

A-2.5.4.2. Suspension

- (a) Limited Suspension Adjustments: Any alignment adjustment of the standard suspension components is permitted, provided no machining is required for the adjustment. Aftermarket components may be used for mounting of struts and shock absorbers to the body.
- (b) Coil Springs/Torsion Bars: Any coil spring may be replaced by any other coil spring. Any torsion 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.
- (c) Shock Absorbers: Any shock absorber may be used provided it has no external reservoirs.
- (d) Adjustable spring perches are allowed.
- (e) Sway Bars: Any anti-sway bar may be installed. Sway bar may not be adjustable from the cockpit.
- (f) Rear Camber Compensation (356 Only): Any rear camber compensating device may be used.
- (g) Bushings: Non-standard suspension bushings may be used. (non-elastic)
- (h) Shock Tower Brace: A front and/or rear shock tower brace may be used in any automobile if it is a bolt-in component. Any number of attachment points may be used. All Attachment points are within three inches of a vertical plane passing through the top center of the shock absorber.
- (i) Spring Plates: Adjustable spring plates are permitted on any automobile not so equipped from the factory.
- (j) Tie-Rod Ends: The use of 911 Turbo tie-rod assemblies is permitted.
- (k) Hydro-pneumatic Suspension: Removal of this suspension is allowed and encouraged.
- (l) A-Arms: 924/944/968 series may use aftermarket A-Arms provided suspension geometry is not altered.

A-2.5.4.3. Brake/Wheel/Tire

- (a) Tires: All tires must be Department of Transportation (DOT) approved. Any DOT tire may be used provided they have a visible tread, have DOT wear indicators and have visible tread across the entire tread surface. Tires must have a minimum tread wear of 180. Tire aspect ratio and width is free but must fit under the stock fender wells without rubbing during competition runs. Tires must be marketed nationally and generally available to all competitors. The cord may not be visible before a timed run. Recapped tires or re-grooved tires are not allowed.

(b) Track Width: Modifications to track width using wheel spacers and/or wheel offsets 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 Diameter shall be the same as available from the factory for the model range of the automobile, or alternatively up to a maximum of 17 inches in diameter.

(f) Wheel Bolts: Cars using wheel bolts may change to studs, if factory thread engagement is maintained.

A-2.5.4.4. 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 provided that the seating surface must be fully upholstered and be a full back, bucket-type automobile seat incorporating a functional headrest but not "halo" type headrests. Kart seats, low-back dune buggy seats, and other similar types of seats are expressly prohibited. Cars may have no fewer than the standard number of seats. The seat tracks are considered part of the seat and may be substituted. Standard set belts may be removed to facilitate the installation of alternate restraints complying with safety requirements. An alternate seat which replaces an airbag-equipped seat is not required to have an airbag. 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 permitted provided the leading edge of the spoiler is attached to the automobile, the spoiler is no wider than the stock body width, unless as delivered as a factory option, and the spoiler doesn't exceed 5" in height from the leading edge. Any rear wing may be used if it is not wider than the door handles; does not extend past the rear of the car; no part is higher than the roof; and has less than six (6) square feet of area for all wing element, measured from directly above the car.

(e) Air Dams: Any front air dam or splitter, unless as delivered as a factory option, is permitted provided it does not extend to less than 2.5 inches above the ground and not more than 4 inches forward of the front bumper. Splitters cannot be wider than the bumper.

(f) Seam Reinforcement (914 Only): Seam reinforcement kits are permitted "free" on 914s. It is recommended that all cars have the chassis inspected for suspension pick-up point and other structural rust on a periodic basis.

(g) Bumpers: Bumpers may be removed on any 356 series automobiles.

(h) Bolt-on Windshields: Bolt-on windshields may be removed.

A-2.5.4.5. Transmission

(a) Limited Slip: Any type of differential is permitted in all automobiles. Spools or welded differentials are not permitted.

(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-2.5.5. Modified Modifications.

The Modified category is for street vehicles with modifications beyond those allowed in the Production Category stated above. The following adjustments, alterations, or modifications move a vehicle from the Production class to Modified.

- (a) Any ignition system is allowed
- (b) Any gasoline is permitted
- (c) Any engine substitution is permitted
- (d) Any fuel management / induction system including chips or other means that alter turbo boost. Any size Turbochargers or superchargers are permitted
- (e) Engine compression ratios may be increased.
- (f) Battery may be relocated anywhere within the vehicle.
- (g) Any intake system may be used
- (h) Any change to wet/dry sump system is permitted
- (i) Any camshaft may be used
- (j) Any tire below 200TW that isn't an N-spec Porsche OEM tire offered for sale with the vehicle.
- (k) Any transmission is allowed
- (l) Stripped interior is allowed

A-3. Course

The course will be designed with the safety of the spectators, workers, entrants and their cars in mind. The course used will be reviewed and approved by the Safety Chair and the Autocross Chair.

A-3.1. General Requirements

Soft, moveable cones will be used to define the course. Special care shall be taken to ensure the course is designed with safety in mind such that if a vehicle leaves the course considering the potential speed and direction of likely spins, skids, or other loss of control, there is reasonable paved runoff area for most situations without undue risk. If the course is held on a road-like course, sufficient margin to the edge of the pavement shall be maintained such that likely errors considering speed and direction shall have a margin to reasonably prevent the car leaving the paved surface. Apex and turn-in areas should be delineated with cone(s) such that the drivers are penalized for leaving the pavement to short cut the course when necessary.

A-3.1.1. Obstructions

The course shall not normally pass closer than 25 feet from obstructions (solid objects, light poles, curbs, fences, ditches, etc.) and extreme care must be taken if the course is closer than this. On sections of the course where speeds are higher, additional margin from fixed obstructions is required. Particular attention shall be placed in the area past the finish line which shall be always kept clear of parked cars and people. The use of a "stop-box" after the finish does not remove this requirement.

A-3.1.2. Start/Finish/Grid/Staging/Timing

The utmost care shall be taken in the location of the start, finish, grid, staging and timing areas. The timing and grid areas must be placed well clear of the course in a safe area. The finish area shall be clearly and carefully defined to safely restrict speeds.

A-3.1.3. Surface

The course layout shall be on a paved or concrete surface and will be well clear of dangerous holes, loose gravel, gratings, oily spots, or hazardous features other than incidental asphalt sloughing due to weather and wear.

A-3.1.4. Speeds

The course must be designed such that maximum speeds shall be in the mid-50 mph for later-model Stock Class Category cars with around 300 horsepower on N-Spec Street tires. The fastest portions of the course shall be the most remote from participants and obstructions.

A-3.1.5. Multiple Cars

Extreme care and special design consideration shall be taken with courses where multiple cars are on the course simultaneously to ensure cars cannot cross paths, even in the event both drivers leave the intended driving path.

A-3.1.6. Course Map

A map of the course, approximately to scale, will be posted and entrants will receive a copy of the map at check-in. The map will show the methods used to define the course boundary and the location(s) of the staging point, start, finish, grid, paddock, corner stations, and the location of the timing area.

A-3.2. Impound Areas

The paddock will be designated for impound where every automobile must report after its last timed run so that competitors can view all the automobiles in the class. See A-7 for procedures.

A-4. Flags

The only flag used on course in the autocross event is a red, or similar color, flag. When the red flag is displayed by a corner worker, the driver must bring the vehicle to a complete stop as quickly as possible and await instructions from the corner worker. When instructed, the driver shall proceed to the end of the course briskly.

A-5. Drivers Safety

The PCA safety inspection is basic in nature and is not intended to be a substitution for a proper technical inspection by the owner. The track worthiness of the automobile is the responsibility of the entrant(s). Items to be reviewed are specified below.

A-5.1. Automobiles and Drivers

The following rules apply to all automobiles and drivers entering the autocross. Safety/tech inspection will check for compliance with the following rules.

A-5.1.1. Roll Bars/Roll Cages

Roll bars are required in open vehicles competing in the Modified Category and required if the factory rollover protection has been removed.

A-5.1.2. Shoulder Harnesses

Non-factory shoulder harnesses may only be used if the automobile is equipped with a roll bar or cage and they are installed according to the manufacturer's directions. Velcro or plastic snap "chest straps" may not be used in open cars without a roll bar.

A.5.1.3. Allowed Accessory Positions

- (a) Removable Roof panels must be removed or fully secured in their stowed position.
- (b) Any automobile may run with their convertible top in the up or down position.
- (c) The individual windows must be either in the fully up or fully down position.
- (d) Snap-on wheel covers, and wheel trim must be removed from steel wheels.

A-5.1.4. Eye Protection

Drivers of automobiles without a factory style windshield must use a full-face helmet and shield.

A.5.1.5 Safety Inspection

It is the sole responsibility of each participant to present a vehicle that is safe to operate in an autocross event and that is in sound mechanical condition. Safety inspection by PCA volunteers does not relieve the participant of their responsibility for the safety of the vehicle they have entered. Competitors will confirm the following items are in compliance for the safety inspection that will take place prior to competition runs.

- (a) Helmet meets current or two prior SA, M, or K Snell ratings. Helmets built to Snell Foundation Standards or other standards such as FIA 8860, SFI 31.1 and BS6658-85 Type A-FR are approved.
- (b) Helmet is in good physical shape. Liner is not loose inside. Straps are not frayed. No obvious outer shell damage. Drivers of cars with no windshields must have eye protection.
- (c) Gas cap securely in place.
- (d) Seatbelts must be in good condition and not worn, frayed or stiff. 5 or 6-point racing harnesses must be installed per manufacturer's instructions. If non-factory upper restraints are installed in open cars, factory roll over protection or aftermarket roll bar/cage must be installed.
- (e) Seats are properly attached and functional.
- (f) Wheels must be free of cracks and all fasteners installed on all wheels.
- (g) Tires must have no cord showing at any time and be free of cracks.
- (h) Throttle operates properly.
- (i) Brake pedal must not go to the floor without any resistance.
- (j) Brake rotors or drums must not be cracked to the edges.
- (k) Brake fluid must be between the minimum and maximum level in the reservoir (if visible).
- (l) Fluid leakage must not be present.
- (m) Battery must be attached securely to the frame or chassis.
- (n) Loose objects inside the passenger compartment or trunk(s) must be removed. Cameras must be securely mounted.

A-6. Autocross Runs

Automobiles will run in class run groups. Open and Women's classes of equivalent automobiles will run concurrently. Several classes may be run together in a single run group.

A-6.1 Schedules

Classes will run during assigned times only. Minor schedule allowance is permitted to create appropriately sized run groups for event logistics. Split of classes depends on the number of entries in each class.

A-6.2. Timed Runs

Each competitor will receive the same number of official timed runs with a minimum of 6 runs. An automobile must be re-staged between runs with a minimum of five (5) minutes separating each of the automobile's runs (from course exit to course reentry). Final responsibility to comply with this rule is the drivers.

A-6.3. Re-runs

Re-run(s) will be granted to any driver whenever an official time run is spoiled by a timing error or a red flag, unless self-induced. If a driver comes upon a pylon not fully within its marked position or in an unsafe situation, the driver should stop as quickly as possible, and indicate the problem to a course worker, who will acknowledge the problem. The driver should then finish the course at a brisk pace (less than full speed) so as not to impede the next driver. The driver should return to grid, as specified in the drivers' meeting instructions for their re-run. Reruns for timed runs must be made as soon as practical, but not later than the first part of the run time for the following group and adhere to the 5minute (start) separation from the previous run.

A-6.4. Penalties

Any pylon penalty will be an automatic DNF "did not finish" for that run with no time scored. Pylon penalties do not roll over to a re-run if one is granted.

A-7. Competitor's Rules

Compliance with the following rules is mandatory.

- (a) See the general rules under G-5 "Causes for Disqualification" and G-9.5.3. Disqualifications" under "Protests".
 - (b) Every driver must be at least 16 years of age and hold a valid driver's license (see G-2.2. and G2.4. "Registration Requirements").
 - (c) All automobiles must successfully pass the safety inspection.
 - (d) An entrant may run only one automobile in the autocross (see G-2.6.3. "Autocross Automobiles"). Also, see G-2.3. "Entrants per Automobile".
 - (e) Only the driver will be allowed in a competing automobile during an officially timed run. However, autocross instructors are allowed and available at the driver's request. Instructors will be designated by the event chair only.
 - (f) Pre-running the course, either as a driver or passenger, is not permitted and will lead to exclusion from the event. At the Autocross Chair's discretion, a driver who is not physically able to walk the course may be driven through the course in a golf cart, wheelchair, or similar vehicle at a reasonably slow speed approximating walking pace. (The driver assigned by the Event Chair may compete in the autocross.) Other wheeled vehicles on course are prohibited.
 - (g) Drivers are allowed to utilize video or data acquisition equipment during or after their runs at the autocross. Sharing of this information with others is allowed.
 - (h) For safety reasons, the driver must remain in the vehicle on the course after passing the start and until passing the finish and delineated course exit. A re-run will not be granted for a DNF run scored prior to a red flag.
 - (i) At the designated time after the automobile's last timed run, the automobile must proceed to the paddock area. The car may not be touched or altered after the last run and prior to being released by impound. The contestant may fully open the front, rear, and engine compartments, if they can be accessed by a single latch. The Protest Committee may designate a separate area where a protested car is to be placed until dismissed. The automobile may not be removed from impound until the end of the protest period, except that any automobile that is protested during that period must remain until dismissed by the Protest Committee (See A-8.2.5).
- Compartment(s) may not be closed until the end of the protest period, except in the event of rain. Nothing attached to the automobile may be removed from the automobile during the impound period, and nothing may be removed from the area except keys, helmets, and personal apparel and paraphernalia. After entering impound, all drivers in a class may "sign-off", indicating that they have no intentions of filing a protest. This may occur before, during or after posting of the official scores. In these cases, the class may be released from impound prior to the end of the protest period. Failure to execute this impound procedure will result in automatic disqualification of the automobile and its drivers. (See G-9.5.3.)

(j) Assigned automobile numbers must be in place and visible from the sides for the safety inspection and before running the course.

(k) All changes to the automobile during competition must be made while on grid. Any mechanical changes should not interfere with the running of the event or your timed runs. Changes other than altering tire air pressure or adjusting components, such as sway bars or shocks, may require a re-tech while on grid. Any changed components must be brought with the automobile to impound.

A-8. Timing and Scoring

A-8.1. Timing

A-8.1.1. Equipment

The timing devices will be automatically started and stopped by the competing automobiles. The timing devices will display times with a resolution of at least 0.001 (1/1000) second.

A-8.1.2. Timing Problems

If a timer problem occurs, the competing automobile may be flagged off the course at the discretion of the event's operational crew. The automobile should proceed to the grid for a rerun without penalty as specified in the drivers' meeting.

A-8.1.3. Real Time Results

Each competitor will be able to view their posted time, including time of run, and/or DNF notification as applicable, at the end of each run and prior to any subsequent runs online at: <https://pca-chicago.org/axtiming/index.php>

Scores (runtimes or DNF determination) are to be posted as soon as possible after each timed run (see A-8.2.5. "Posting"). When available, the location of pylons hit, and the reporting worker station for off-course DNF will be communicated in the stop box. Also, see G-9.5. "Protests".

A-8.2. Scoring

A-8.2.1. Official Time

The official time for a run will be the time measured by the automatic timer. If the official time is audited, due to procedure or protest, then the official time, as originally recorded, may be changed.

A-8.2.2. Event Score

A competitor's score for the event will be the competitor's lowest official time from the timed runs. Awards will be based on event scores.

A-8.2.3 Pylon Penalties

If a competitor knocks over any pylon or moves it completely outside its outline, a penalty will be incurred. All pylons will have the same penalty resulting in DNF "did not finish". This includes all marked pylons designating the start and finish gates and their respective areas. (See A-6.4. "Penalties")

A-8.2.4. Tied Scores

Ties will not be broken. Equal awards will be given.

A-8.2.5. Audited Results, Impound, and Protests

Audited results will be posted on live timing as each car completes its run. Name, number and class will be used to identify competitors. The protest period begins once these results are posted and will run for 30 minutes from that time. Also see G-9.5. "Protests", A-7. (m) "Impound" and A-8.2.1. "Official Time"

General Rules

G-2.2 Eligible Entrants

Entrants and co-entrants must be 18 or older and possess a valid driver's license. Juniors aged 16-17 may participate but require a valid driver's license and a signed waiver by both parents/guardians.

G-2.7 Registration Fees

Event registration for all events is on Clubregistration.net. All fees must be paid and waiver signed for each driver prior to being confirmed to participate in the event.

G-3.1 Knowledge of Rules

Every entrant shall have knowledge of these rules and agrees without reservation to the consequences resulting from their enforcement.

G-3.2 Questions

Questions regarding these rules should be directed to the Autocross Chair.

G-4. Fairness

Fairness to all competitors is required. Nothing within the control of the officials shall be done during the course of any event that would create an unfair advantage or disadvantage for anyone, and all reasonable steps shall be taken to assure compliance.

G-5. Causes For Disqualification

The Committee may at any time during the event disqualify any entrant for violation of these rules. The Protest Committee has the same authority in conjunction with protests. The chairmen of the competitive events have the authority to enforce sections G-5.2 through G-5.6 during the conduct of their events.

G-5.1. Un-Sportsmanlike Conduct

If at any time during the event, the Committee judges that an eligible entrant is showing unsportsmanlike conduct or is bending or taking unfair advantage of a rule or rules, that entrant may be disqualified from an event, or from all future events.

G-5.2. Misclassification

It shall be each eligible entrant's responsibility to properly classify himself/herself and the registered automobile(s) for each event entered. Misclassification is cause for disqualification.

G-5.3. Alcohol, Narcotics, Illegal Substances

Any participant may be disqualified from the driving event if found consuming or using or if judged to be under the influence of alcohol, narcotics or dangerous or illegal substances during and at the site of the event. Workers and officials are likewise prohibited from using or being under the influence of the above substances.

G-5.4. Schedules

Failure of an eligible entrant to be in the proper place at the scheduled time may be cause for disqualification from the autocross. That is, a tardy eligible entrant may not be allowed to compete in the event for which he/she was tardy. Failure to work both scheduled assignments may be cause for disqualification.

G-5.5. Unsafe Driving

Irregular, dangerous, or reckless driving during the event will be cause for disqualification.

G-5.6. Other Causes

Other causes, applicable only to individual events, are listed under “Competitor’s Rules” in the sections concerning those events. (See G-9.5.3 “Automatic Disqualifications” under “Autocross Protests.”) G-6. Vehicle/Driving Laws

G-6.1 Traffic Laws

Eligible entrants must strictly adhere to all applicable (state, local, etc.) traffic laws.

G-7. Safety (Tech) Inspection

Each automobile competing in the autocross must undergo safety inspection before being driven in the event for which that automobile is registered. (See A-5 for autocross driver safety rules.)

G-8. Classification Disputes

If an eligible entrant thinks an automobile is not properly classified, the entrant may bring this to the attention of a member of the Protest Committee, Event Chair or designated official who will investigate the problem. If the member of the Protest Committee finds that there is an obvious misclassification, the Committee member will assist in the proper classification for the automobile involved, if possible. This procedure is intended to correct misclassifications without payment of protest fees and/or subsequent disqualification of entrants. If the member of the Protest Committee does not find a violation, the complainant may still file a formal protest. Re-classification must take place as follows: Prior to Start of the Correct Run Group.

G-9. Protests

G-9.1. Right To Protest

An eligible entrant may protest any decision, act, or omission of the organizers, an official, entrant, or other person connected with the event considered to be in violation of the rules or any supplementary regulation published by the organizers. Any eligible entrant participating in any event, including members of the Committee and the Protest Committee, shall have the right to protest. Protests will be resolved by the Protest Committee. Eligible entrants are responsible for notifying organizers in the event of a timing error. Protests are not needed to correct timing errors. It is expected that protests be reasonable, based on sound evidence, and submitted in a spirit of fairness (See G-4, G-5.1.) If, in the opinion of the Protest Committee, a protester has acted in a manner inconsistent with the spirit of fairness and good sportsmanship, the protest will be in bad faith, the protest will be denied and the protest fee forfeited.

G-9.2. Submission of Protest

Every protest must be legibly written, must describe in detail and cite which rule (letter #) or supplementary regulation is considered to have been violated and by whom, must be signed by the protester, and must be accompanied by a protest fee.

G-9.2.1. Protest Fee

Each protest must be accompanied by a fee of \$100.00, cash (no Checks). The fee will be returned only in the event the protest is upheld. However, protest by the Committee Members and/or the Protest Committee are exempt from the fee; except when a member of the Protest Committee, files a protest and is personally involved, the Protest Committee member pays the fee. Final safety check inspectors are also exempt from the fee for protests resulting from the performance of duties. All protests of improper action or following of procedures by Protest Committee Members are protestable at no fee, if the improper action or procedure has been brought to the appropriate Protest Committee Member’s attention and satisfactory corrective action has not been taken. Situations where there is a conflict of interest which may affect results, or where an entrant is

unfairly prejudiced may also be protested at no fee, if the appropriate event Protest Committee Members have not satisfactorily responded after the situation has been brought to their attention.

G-9.2.2. Time and Place

Protests must be filed within the time limits established for each event. The time limit may be extended in exceptional cases where a protester can demonstrate that information pertinent to the protest was not available within the time limit. Protests must be filed with the designated personnel in the following locations:

- in the vicinity of the impound area.

G-9.2.3. Protest Committee Procedures

The Protest Committee Chair is appointed by the Autocross Chair. The Protest Committee Chair is responsible for the organization and management of the Protest Committees. The Protest Committee has the right to request the protester to supplement the written protest with an oral explanation of its basis. Discussions involving a protest shall include all parties as appropriate to the protest. The disposition (upheld/ denied) of the protest will be noted on the posted copy. All posted protest forms are to be moved to the area where the event scores are posted after the event.

G-9.2.4. Protest Committee Decisions

Any Protest Committee decision may include disqualification from the event or any lesser penalty as deemed appropriate by the Protest Committee.

G-9.3. Final Authority

The decision of the Protest Committee will be final, and no appeal will be allowed the protester. The Committee has the prerogative to review and change any decision of the Protest Committee, provided all members of the committee attending the event participate in the review.

G-9.5.1. Non-Conforming Automobile

Any entrant taking part in the competition may protest any automobile as not conforming to the rules.

G-9.5.2. Responsibility for Inspection Expense

If the protested automobile is found upon inspection to conform to the rules, the protester shall forfeit the bond posted with the Protest Committee and the money shall be used to cover the costs incurred. If the automobile is found upon inspection to be in violation of the PCRs, the protester's bond will be returned, and the entrant/ driver of the protested automobile shall pay for all expenses and be subject to disciplinary action as the Protest Committee deems proper. (See G9.5.3.)

G-9.5.3. Automatic Disqualifications

If the entrant of a protested automobile refuses to allow inspection of the automobile under the terms defined in G-9.5.1 and G-9.5.2, all drivers of the vehicle will be immediately disqualified.

G-9.5.4. Unsafe Vehicle Conditions

The Event Chair, Safety Chair, or a Worker on grid or in the safety area, will perform a cursory inspection (helmet, clothing, seat belts, loose objects, etc.) of all automobiles for safety compliance before competition begins and throughout the event. They may refer any automobile that displays evidence of rubbing tires or any other unsafe condition any time during or after its timed runs to the Protest Committee for action including but not limited to not allowing further runs, based on unsafe vehicle operation. Competitors shall be prohibited from taking further runs if the damage or condition is deemed to be too severe to continue and is not able to be remedied. Competitors will not be allowed to make up any missed runs.

G-11.1.1. Class Awards

Class awards are awarded to participants in competitive events. An entrant is deemed to have participated if they started the competitive event. Class awards shall be presented in accordance with the following minimum schedule:

Number Participated In Class	Number Of Awards
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1-3	1
4-5	2
6-7	3
8-10	4
11-13	5
14-16	6
17 or more	6 + 10% of excess over 16 (rounded up to nearest whole number).