



6th Edition  
**Member Guide**  
**Porsche Club of America**

For over 50 years, the Porsche Club of America has been dedicated to enhancing the Porsche ownership experience. No matter your interest, the PCA offers a unique opportunity for Porsche owners to join together and share the experience.

[www.pca.org](http://www.pca.org)





**It's not just the cars,  
it's the people!**



# Member Guide

## Table of Contents



<u>Topic</u>	<u>Page</u>
<b>PART I – WHO, WHAT, WHERE .....</b>	<b>2</b>
National.....	2
Zones .....	4
Regions .....	4
<b>PART II – TYPES OF EVENTS.....</b>	<b>5</b>
National PCA Events .....	5
PCA Club Racing.....	6
Zone-Hosted Events .....	7
Multi-Region Events .....	8
Region Events .....	8
Tech Sessions .....	8
Rambles and Tours.....	9
Rallies .....	9
Types .....	9
Equipment.....	11
Safety Inspection .....	11
Autocross.....	12
What and Where .....	12
Equipment.....	13
Safety Inspection .....	13
Gymkhana .....	14
Concours .....	14
Types .....	14
Score Sheets .....	16
Cleaning for Everyone .....	17
Driver's Ed .....	17
Equipment.....	19
Safety Inspection.....	19
<b>PART III – NATIONAL AWARDS .....</b>	<b>20</b>
<b>PART IV – PUBLICATIONS .....</b>	<b>22</b>
<b>NOTES .....</b>	<b>24</b>

# PART I – WHO, WHAT, WHERE

## NATIONAL

Porsche Club of America was founded in 1955 to serve the needs and interest of Porsche owners. It is the largest independent single marque club in the world. Its' objectives, in part, are:

- The furtherance and promotion of high standards of courtesy and safety on the roads.
- Maintenance of high standards of operation and performance by sharing and exchanging technical and mechanical information.
- Establishment and maintenance of a mutually beneficial relationship with the Porsche works, Porsche dealers and other service sources so that the marque prospers and continues to enjoy its unique leadership and position in automotive circles.



Headquarters for PCA is located in Springfield, Virginia. They can be reached at:

PCA National Office  
8003 Forbes Place, Suite 310  
P.O. Box 1347  
Springfield, VA 22151

Phone: (703) 321-2111 · Fax: (703) 321-2110

Web Site: [www.pca.org](http://www.pca.org)

Email: [admin@pca.org](mailto:admin@pca.org)

A small headquarters staff is headed by an Executive Director for the Club. The National Office mails the monthly *PORSCHE PANORAMA* magazine, so it is vital you notify the National Office (not *PANORAMA*'s editor) of any address change. Don't forget your local region membership person as well. You may also update

your PCA mailing address by logging on to your account at [www.pca.org](http://www.pca.org) and making the change on your home page. The National Office also handles the PCA Goodie Store. They sell merchandise like *PANORAMA* binders, PCA decals, PCA car badges, etc., if they aren't available in your region goodie store. Goodie Store items may also be purchased online at [www.pca.org](http://www.pca.org) - simply enter the Member Services area and select CATALOG.

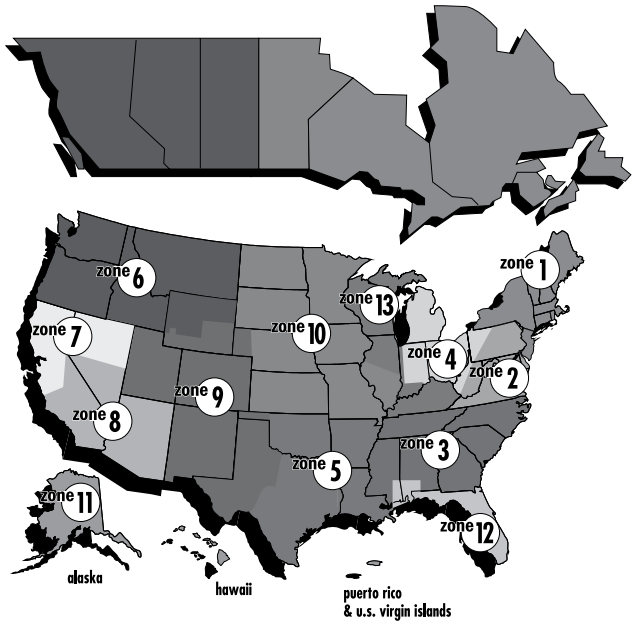
PCA is governed by a Board of Directors made up of the elected officers (President, Vice President, Secretary and Treasurer). Chairpersons of the Standing Committees, (but not Special Committees), the last Past President, and the regional Presidents. The Executive Council consists of the President, Vice President, the last Past President, the Secretary, and the Treasurer. The Zone Representatives are appointed and shall be responsible for the welfare and progress of Regions within their zones. The Standing Committees are Insurance, Public Relations, Finance, Membership, Nominating, Policy, Technical, National Parade, Parade Competition Rules and Legislative Liaison. These and other members serving in appointed positions geared to help run the national organization are all identified with the name, e-mail address and phone numbers on the "ANY QUESTIONS?" page in each month's *PANORAMA*. Two committees are particularly geared to serve the membership: the Technical Committee and the Valuation Committee. They welcome your individual questions. The Valuation Committee has two purposes: 1) Help members with older cars obtain a proper level of insurance where the car might otherwise be considered nearly valueless by an insurer, and 2) Establish a proper value for an older Porsche in the case of a claim settlement for a total loss. The key for both services is to use them before a problem arises. The Technical Committee is available to answer your technical questions on all Porsche models. Feel free to contact a Tech Committee member or browse the Tech Q&A Forum on the PCA web site for answers to model specific questions.

A Select Automobile Insurance Program was introduced to PCA members in 1991. The plans were developed based on a nationwide survey of over 5,000 members. The Program is endorsed by PCA. Liability and uninsured limits up to \$500,000 are available. Physical damage coverage is issued on an agreed amount policy. There are two plans: Limited Pleasure Use and Concours. Porsches in restoration can be covered. Special conditions apply to the program. Please review the application package for specific underwriting guidelines. Typical processing time is 10 working days. Contact: Leland West Insurance Brokers, Inc., 1-800-237-4722, [www.lelandwest.com](http://www.lelandwest.com).

## ZONES

To facilitate communication between the regions and the National Board of Directors, thirteen geographical zones were created, each with a Zone Representative appointed by the Executive Council of PCA.

The Zone Rep's job is to be the voice of the Region Presidents not attending the National Board Meetings and otherwise represent the regions' interests to the national officers. You can always find out who your current Zone Rep is by look on the "ANY QUESTIONS?" page in each month's *PANORAMA*.



PCA consists of regions throughout Canada, the continental United States, Alaska, Hawaii, and Puerto Rico.

## REGIONS

As of July 2006 there were 55,426 members and 139 regions. While most of the regions are located in the USA, there are several regions of PCA in Canada, and one in Puerto Rico.

Regions are the local activity group of PCA. In fact, except for the annual Porsche Parade, the Club's national convention, the region is the center of club activity for the individual member. Regions vary in size, ranging from over 2,200 members in the Northern New Jersey region to 15 members in the Llano Estacado, Texas region. Affiliation with a given region is purely your choice. Normally you affiliate with the region in your geographic locale.

(Each region is assigned a geographic area by zip code at the time of its charter.) If a specific choice is not stated you are assigned to the local region where you live. You can change your affiliation at any time by simply notifying the Executive Director of your desires. The Executive Director will normally automatically transfer you to your new geographic region upon receiving a change of address. If you don't want to be transferred, be sure to let the National Office know beforehand.

Regions are generally governed by an elected President, Vice President, Secretary, and Treasurer as well as others provided for in the Region By-Laws. These positions along with the most recent Past President form a Board of Directors. The Board of Directors usually determines other committee needs and makes appointments as deemed appropriate which may or may not be part of the Board of Directors, depending on regional By-Laws. The size of the governing body of a region is dependent on its size and its needs. Region officials are usually identified in the region newsletter.

## **PART II – TYPE OF EVENTS**

### **NATIONAL PCA EVENTS**

The primary national PCA event is the annual Porsche Parade. The event officially lasts for up to seven days and is held in a different locale each year. Parade locations are announced two years in advance to allow enough time to finalize the planning and to allow the National Board members to review the plans, visit the sites and perform both safety and quality review of the events.



The week consists of a Concours d'Elegance, a Rally, an Autocross, and a Technical Quiz as the competitive events. Interspersed throughout the week are social activities such as golf and tennis tournaments, 3K or 5K runs, tours of nearby attractions, and technical presentations on restoration, car care and service requirements.

There are usually four, or more, dining experiences ranging from informal "Brats & Beer Fests" and ice cream socials to sit-down dinners accompanied by the awards presentations for both the week's competitions and the annual PCA recognition awards.

Parade week also features the famous "Goodie Store" a shopper's bonanza for Porsche-related products that are otherwise never seen except in catalogs. Everything from "hard parts" for cars to Porsche and the PCA licensed logo items of clothing and jewelry, books, posters, and auto accessories are available in one place.

## **PCA CLUB RACING**

PCA began offering a wheel-to-wheel racing opportunity for its members in 1992. It was a logical extension to PCA's years of success with autocross, driver education events and time trials. The program is patterned somewhat after vintage racing rules, there are no prize monies, and the emphasis is on the joy of competition and having fun. To ensure the "proper attitude" a 13/13 rule applies. Anyone involved in an incident (accident) involving car damage (even if it's limited to their own car) is out for that event and on probation for the next 13 months.



A braced roll bar, a window net, an electrical cut-off, a safety harness, steel lug nuts and a fire extinguisher are the only modifications you need to make to your Porsche. Additional safety items such as a full roll cage are required for Prepared and GT classes. The exact specifications and how-to's are outlined in the Racing Rules. A fire retardant one-piece driving suit,



shoes and gloves are also necessary along with a Snell SA 2000 or later helmet (SA rating is required). Be sure to check for the latest requirements before purchasing or modifying anything.

There is a formal licensing system. These requirements are also set forth in the Club Racing Rules. For most who have no other competition license (SCCA/PSR, etc.) you must have successfully completed twelve track days and complete a club racing school. These schools are held during club racing events and include a classroom session, track, observation, practice starts, and review. Passing this stage gets you a Rookie License. After four successful events you get a Full License. The process is expedited for those already holding a recognized competition license (SCCA, PSR, USRRC, POC Racing, and any vintage group that is a member of the Vintage Motorsport Council.)

Cars are classed according to weight and horsepower. Stock classes must be eligible for street registration and, with the exception of exhaust/emissions, street legal. Tires must be V-rated or higher, and no "autocross spec" tires are allowed.

Participating in the club racing does not have to drain your pocketbook. Depending on how your car is equipped now, you should be able to move from driver's ed/time trialing to club racing at minimal cost. Even if you need the necessary extra equipment, you should be able to get it for under \$1000.

Club races are hosted by PCA regions or groups of PCA regions at tracks around the country. In 2006 there were 28 racing events from Florida to Oregon.

Sound like something you want to look into? Go to [www.pca.org](http://www.pca.org) and then click on CLUB RACING to download the complete Club Racing package or contact the Club Racing Program Coordinator, Susan Shire at [PCAClubRace@aol.com](mailto:PCAClubRace@aol.com).

## **ZONE-HOSTED EVENTS**

Some of the thirteen zones in PCA have their own agenda of events throughout the year. Some zones feature a series of regional events leading to point-based Zone Awards, while others sponsor a special set of events independent of the regions.

A quick call to your Zone Rep or your region President will get you the specifics of what goes on in your zone.

## **MULTI-REGION EVENTS**

Some of the events that PCA regions want to put on are too big for one local club to host and two or more regions will pool their resources, mostly people, and combine more than one activity into a weekend “mini-Parade” for a speed event, a rally, and maybe a concours, too.

As a member of PCA, events at all of PCA's regions (not just your own region), are open to you. Some of these events are nearly as old as PCA itself and have their own set of traditions. They're always a lot of fun. Contacting your region President will get you the information on what's hot in your area.

## **REGION EVENTS**

Region interests can be varied and the region will usually try to provide a Calendar of Activities that reflects that variety. To help orient you to the various events and dispel some of the mystery of the terminology before you arrive at your first one, we offer the following highlights and summaries:

## **TECH SESSIONS**

Tech Sessions are seminars held at a member's house or a business facility presenting an in depth discussion or demonstration of a particular subject matter. Representative subjects might be brakes, alignment, hot set-ups for the track or autocross, detailing, fuel injection systems, timing chains and tensioners, engine tear down, etc. The purpose is to help you learn more about your car and help you understand what your mechanic is telling you about your car. Some sessions actually teach you how to do some minor maintenance tasks: change your oil, check your brake pads, etc. The goal is better understanding and better maintenance of your Porsche.



A small fee is sometimes required - \$5 or so - to help defray the club's expenses for advertising the event and putting it on. Tech sessions are low key and questions are welcome. These sessions are a good chance to meet fellow members, check out a newsletter advertiser's facility, learn something, and have a good time.

## **RAMBLES AND TOURS**

A ramble or a tour is a relaxing drive (usually with a Porsche in view in front and back of you) to an interesting destination. There are usually interesting scenery and back roads on the way as well. It is a non-competitive event, meant to provide enjoyment of your car in the company of other Porsche owners sharing an interesting experience.

## **RALLIES**

Rallies are run on paved roads at the legal speed limit. They do not cause excessive wear on a vehicle or place its driver/navigator at risk. They can be a family events in which Sunday drives are made more interesting by a set of rules to get from the starting point to one's final destination. Although rallying is a competitive sport, it is also a great equalizer. Dollars do not decide the outcome of class winners. Any car can compete on equal footing with the deep wallet guys. Unlike autocross or track events, winning teams have less than \$50 invested in their competition package.

There are two major types of rallies: Time-Speed-Distance (TSD) and Gimmick rallies. Gimmick rallies come in all sorts of varieties: Poker, Hare and Hound, Fill-In-The-Blank, Scavenger and Photo rallies, to name a few. The Rally at the National Porsche Parade is always a TSD rally. A Gimmick Rally is sometimes added to the Parade.

## **TYPES**

Here's a short description of the various types of rallies you might encounter in PCA:

- **Time-Speed-Distance (TSD)** - TSD rallies require teams to follow a course of instructions (some with hidden meanings or codes) to arrive at a designated location at a proper time. There are usually general instructions that contain definitions of abbreviations (CAST - Change Average Speed To), route following priorities (always left at T), and the actual rally instructions themselves (right out of parking lot onto Howe Rd. CAST 30 mph.) If teams have correctly navigated a course leg at the right speed from the last starting position, they will trip the clock at the exact minute and second of

a precalculated time speed distance formula. In order to do this the rally team must constantly maintain assigned average speeds, make required changes to speeds, and account for errors in course following and time calculations. A TSD rally can be as basic as maintaining an average speed of 30 mph over the entire course, or as complex as changing speeds every few miles. A TSD can be very challenging and stressful. TSD is NOT recommended for couples on their first date. Tutorials on the mechanics of TSD's are usually available from the region Rally Chair listed in the region newsletter.

- **Poker** - Poker rallies require teams to negotiate a series of checkpoints from which they select poker cards in an attempt to build the best hand over the course of the rally. Cheating is precluded by a checkpoint worker preventing the team from seeing what it is drawing, or the face values of the cards are scrambled on a board posted at the finish (thus an ace's value may actually be a five.) Lady luck is a strong factor in Poker Rallies. The enjoyment in Poker Rallies is in finding the checkpoints. Instructions may be prepared in a limerick that requires the teams to solve a puzzle to find the next checkpoint, or they may be simple course following instructions.
- **Hare and Hound** - Hare and Hound rallies require teams to correctly guess the course following. Speed and time are not factors on this type of rally. They are usually run on isolated country roads away from metropolitan areas. Hare and Hound rally instructions are symbols on a single sheet of paper. A circle means an opportunity to turn, an X is an on-course marker, arrows left or right or straight ahead indicate mandatory turn actions (usually to reduce confusion) and the dreaded double zero (00) means perform a U-turn. The route instructions are painted at the side of the road by the rally master. The object is to complete the course without surpassing or failing short of the official correct mileage. Each intersection has a circle, signaling a required decision to turn right, left, or go straight. If there are no clues at the intersection then the team should guess which direction is the correct. If, after driving a designated distance (normally a quarter of a mile as defined in the generals), the team has not encountered the confirming X course following sign, the team should return to the intersection and try another direction until they encounter the confirming X. Nothing is more laughable than four creeping Porsches arriving at an intersection waiting to see what the other guy is going to do. Some Hare and Hound instructions require their rallyists to compute the correct total mileage to win instead of

submitting their actual course miles. This technique de-emphasizes luck and allows every car to be competitive regardless of how many wrong turns had been selected.

- **Minimum Mileage** - Variations abound on the minimum exact mileage format. The idea is to select a given number of businesses in the area, drive to each without repeating a location, obtain a receipt and return to the finish/start point. The team with the least mileage wins.
- **Fill-In-The-Blank** - Fill-In-The-Blank rallies are great for the family. Simple course following instructions are combined with a sheet of 20 to 40 questions to which the rally team can find the answers if they negotiate the rally route correctly. Questions are often in random order of occurrence along the rally route. An added challenge may be to calculate the correct mileage as part of the criteria for winning.
- **Scavenger** - Scavenger rallies are scavenger hunts on wheels. The object is to collect silly and obscure items identified by the rally master, such things as spark plugs, license plates, bird nests, whatever the rally master has imagined. Route instructions are very direct.
- **Photo** - A photo is placed at each intersection showing the correct course following route. Variations on photo rallies can include written route instructions with a photo packet. The teams must answer questions about each photo, such as its history or exact mileage point en route.

## EQUIPMENT

No special equipment is needed to run a rally. Although some rallyists who run in equipped class at PCA Parades or SCCA level rallies have an onboard computer tied into their cars' drive train and front tires, all that is really necessary is a digital watch with stopwatch function, a clipboard, a pencil with an eraser, a map of the local area, and a good cooler. This basic equipment is what is permitted in unequipped class. It is your basic "Seat of the Pants" rally equipment. Some rallies have a navigational class where simple calculators and prepared rally tables are permissible. Most locally run rallies are single class, unequipped.

## SAFETY INSPECTION

A simple road safety inspection is made before the start of each rally. The things checked are the normal state safety inspection items - parking lights, headlights, taillights, brake lights, turn signals, horn, wipers, and no bald tires.

## **AUTOCROSS**

### **WHAT AND WHERE**

Autocrosses are courses delineated with pylons in large parking lots or old airport taxiways. They are timed competitive events. The driver with the lowest time and least penalty points wins. Cars are usually classed according to model, engine size, and other performance parameters. Knocking pylons out of position results in penalty points and going off-course usually disqualifies that run. There are usually several runs on the course with the best time determining the winner.



Autocrosses are usually low speed events, emphasizing handling and driving skill rather than raw horsepower and speed. It's common to never get out of second gear in an autocross, although regions fortunate enough to have a large enough site do put on high speed (third gear) events.

Costs can vary depending on the sanctioning club, but they generally range from \$25 to \$35 for members to \$30 to \$40 for non-members per driver, per event.

Autocrossing is safe. Unlike road racing there is generally nothing to hit, particularly parking lot courses (except pylons and they're soft). Cars can break, since autocross is harder on the car than regular street driving, but a car in good condition should not suffer these problems. Driver error can cause damage, but as long as the driver is sane and the car in decent condition, autocrossing is considerably safer than your daily commute. In addition, autocrossing sharpens driving skills necessary for survival on public roads.

If you're unsure about autocrossing go watch an event before actually entering or attend an autocross school. Many new drivers find they learn as much in a class as they would have by

participating in a few events. You can just show up at an event, usually no pre-registration is required. Your best bet is to ask anyone there what to do. In general, find the registration table and the tech inspection area. You'll be given a number to display on your car (usually put on a window with white shoe polish). Ask if they have a Novice Program, if so, enroll in it.

Autocrosses are friendly gatherings and are open to all. Feel free to ask questions. Autocrossers generally enjoy giving advice to newcomers. Most of all, don't get frustrated. Novices often finish low in their first several events. Experience will improve your times and placement.

PCA welcomes 16 and 17 year old sons and daughters of members to participate in autocross providing they are fully licensed to drive by their state. See the PCA web site (Member Services/Library/Insurance) for special waiver signatures that are required for the Junior Participation Program.

## **EQUIPMENT**

Minimal special equipment is needed to autocross. You can certainly improve your competitiveness (after you've developed the primary driving skills) by using "sticky" tires and making other modifications to your car. Some of these modifications are not suitable for regular street use and they can get very expensive. But if your only objective is to have fun - you can "run what you bring."

The only required piece of special equipment is a helmet - a Snell Foundation SA or MA 2000 or later approved helmet. DOT certification is not sufficient. This is the same helmet you would use to participate in driver's ed events. Helmet requirements are subject to change. Before purchasing a helmet, contact the organizers of the event you're interested in and confirm the current requirements.

Other requirements have to do with clothing. Rubber soled shoes and all natural fiber clothing (cotton, linen, wool - no synthetics) should be worn. Long sleeves and long pants and socks are preferred, but a given event may let you wear short sleeves and short pants. Inquire beforehand. In case of rain, it's also a good idea to bring a plastic garbage bag or tarp to cover the stuff you remove from the car.

## **SAFETY INSPECTION**

There will be a safety check of your vehicle at each event. There must be a:

- Working seat belt.
- A good return spring on the throttle.
- Working brakes.
- Securely fastened battery.
- Tight lug nuts.
- Well adjusted wheel bearings.
- No excessive play in the suspension.
- If street tires – measurable tread depth and no cord showing.
- No loose articles in the interior or trunk(s).

Any street car in reasonably good condition should easily pass this quick inspection.

## **GYMKHANA**

A gymkhana is an autocross like event where the emphasis is NOT on speed, but on the driver's ability to negotiate a course with extreme precision. It can involve backing up into a space, driving blind folded with a navigator, or other miscellaneous things like popping a balloon with your right front tire. This is, of course, a very low speed event, but one that can be a lot of fun for both participants and spectators!



## **CONCOURS**

A Concours (full name Concours d'Elegance) is a car show. The principle object is to show the car in its most perfect condition (usually cleanliness and like new condition, but originality may play a role in some concours). The idea is that every car starts out perfect and as the judge finds something amiss he/she deducts points.

## **TYPES**

There are many levels or types of concours. Unfortunately there is not a standard meaning of all the terminology to describe the types. "Top Only Concours" for one group may mean something



entirely different to another. We'll try to put some sense into all the terms. However, if the event you're entering hasn't been specific about what they mean by their terms, call the organizer and ask them. There's nothing worse than entering an event and finding out too late that they're going to look at some area of your car that you hadn't anticipated and hadn't prepared.



- **Full** - Full Concours usually means every aspect of your car will be examined: interior, exterior, trunk(s), engine, and under chassis - front and rear. They'll look at your spare, tools, and jack. Nothing will go untouched. Originality may count in Full Concours. Everything is proper as the factory could have delivered it, correct colors, engine materials, etc. This is not to say that the parts have to be the actual parts the car came with, but it does mean that restorations have to be done with parts (original equipment manufacturer or replica parts) that meet original standards of fit, finish and material. At Parade, the Restoration and Preparation Groups have Full classes and originality counts in the Restoration Group.
- **Touring (Street)** - Touring class is a term sometimes encountered. It is the term the Porsche Parade uses for the next step removed from Full Concours at its annual gathering. The difference between Parade Touring and Full are that in Touring they don't look under the chassis - front or rear, except for the Preservation Group. Originality doesn't count in the Preparation Group but does in the Restoration and Preservation Groups.
- **Top Only or Serious** - "Top Only" is used a lot and can mean many things ranging from exterior only to the same thing as Touring, that is, everything except the under chassis. Sometimes the term "Serious" is used. If you encounter either term, be sure to ask the organizer exactly what it means in your region events.

- **Closed** - Closed usually means they only look at the exterior of the car. Be sure, ask!
- **Display Only** - This usually means there's been a special area set aside at the Concours site for Porsches that have not entered the judging. They are there just to be displayed. They are usually not eligible for any trophies, not even People's Choice.
- **People's Choice** - People's Choice is where the entrants or registrants themselves vote for the cars they like best. There are no judging criteria.
- **Judge's Choice or Honorary Judges' Choice** - A special group of judges, usually celebrities or otherwise honored guests or particularly knowledgeable people (not involved in the regular judging), pick the car they think best represents the marque. There may or may not be any particular criteria.
- **Preservation** - This is a new category introduced at the 1996 Porsche Parade. Emphasis in this category is on preservation of the car as built by the factory with secondary emphasis on presentation. The car should have most, if not all, of its original parts and surfaces such as paint, upholstery, and carpet, with most non-service items such as rubber seals and trim original to the car. The factory Kardex (build data)/PCNA Certificate of Authenticity for the car is required and will be examined by the judges. Judging is essentially a hands-off process; they look but don't touch. The owner decides which of the six areas will be inspected.



## SCORE SHEETS

Every region has their own score sheets for Concours. They are usually some variation of the Parade Score Sheets. Ask the organizer for a copy of the score sheets they will be using and use them to help direct you where to spend your time preparing. Get your score sheets back after an event. They will help you

learn where you need to put extra effort and can help establish the value and condition of your car.



## **CLEANING FOR EVERYONE**

Concours may not be for everyone, but everyone can benefit from thorough cleaning of their car. If you want to get more involved in cleaning there is usually help within your region. National Level judges come from the membership; you might well have some in your own region or members who have won class and division awards at the Porsche Parades. They will be glad to answer your questions. Your first source should be a call to the Concours Chairperson identified in your region newsletter.

## **DRIVER'S ED**

Driver's Education is an event held at a race track. The purpose is to improve driving skills. Race tracks are used for driver's ed events because they don't have oncoming traffic lanes and because they do have safety amenities like flaggers, tow trucks, run-off areas (in some places), and guard rails (in certain areas.) Also tracks don't have arbitrarily imposed speed limits. As a result, a driver has the chance to learn the track - gradually increase speed so that skills have time to develop - under conditions that are more controlled (and safer) than on the street.

Safety in driving on the track is fundamentally the same as safety in any other driving. The bywords are common sense and courtesy. It is only common sense for each participant to be certain that his/her car is at least in safe mechanical condition and carries certain safety equipment. Courtesy is at least as important, and probably more important, on the track as it is in driving on the street. A safe event and courteous drivers make

for the most fun for the most folks. The second level of safety is in driving knowledge and skill. A driver who understands what is happening to his/her car and who knows what to do about it is a safer driver. Driving skill is a result of knowledge, awareness, concentration, possession of the necessary manipulative skills (i.e. steering, braking, heel-and-toe down shifting), good judgment, and practice, practice, practice. You can practice the techniques each time you drive, and then hone your skills at the events.



Drivers are classed as to driving experience at driver's ed events in general and at the specific track being used for a given event. There is usually a classroom session for novices and newer drivers to go over terminology and safety requirements. Novices and less experienced drivers have an instructor. The instructor will be familiar with driving your type car and will usually begin by driving your car with you as the passenger. He/She will talk you through the turns in the track, pointing out braking points, turning points ("the line"), and shifting points. When you feel ready to take the wheel yourself, you change places. The instructor again talks you through the course. When the instructor is satisfied you know what you are doing and are not a hazard to yourself or other drivers, you will be "signed off" for that track. This may take more than one event at a given track and is only good for that region and that track. You will have to repeat the process with each region's event that you go to and at each new track. If you want, you can ask the instructor for a ride in his/her car. They are usually accommodating and you may learn a few more things.

You'll usually get three or four sessions about 20 minutes each. During at least one session your group will be working the flagging stations.

## EQUIPMENT

In addition to the helmet requirements as outlined under AUTOCROSS – Equipment, long sleeves, long pants and socks of natural fiber are required as are rubber soled shoes for track/driver's ed events. Nomex® driving suits and shoes are not required, but most regions require a fire extinguisher be metal-to-metal mounted within reach of the driver. The extinguisher must be BC or ABC rated and be a 2/5 lb. minimum and be fully charged. Most people use Halon® because it is friendly to the car. But it is not as friendly to the environment as other extinguishing materials that are BC or ABC rated. Since equipment requirements can change, always check with the organizers of the event you're interested in for the latest requirements before making any purchases or installing any equipment.

Other items that are recommended to help make the event more enjoyable are:

- Extra oil and brake fluid.
- Large plastic bags to store everything in you don't want to get wet (in case it rains).
- Racer tape for head lights and fog lights so they do not get chipped or cracked from loose grit on the track.
- Rain gear – avoid red or yellow as it will conflict with flagging duty.
- Air gauge for checking tire pressures, torque wrench for checking wheel torque, and masking tape or white shoe polish to put your numbers on your windows.
- Your valid driver's license and PCA membership card.
- Cooler with soda/water and sunscreen.

## SAFETY INSPECTION

When you've been accepted as an entrant for an event you'll receive a package from the registrar containing an inspection check list. You should take this to one of your region's approved Tech Inspector. You don't have to use one of the host region's inspectors. Bring the completed form with you when you go to the event. The following is representative of what will be checked:

- Brake lights for proper operation.
- Windshield for cracks or delamination.
- Windshield wipers for condition and operation.
- Mirrors, both interior and exterior.
- Fire extinguisher firmly mounted and within reach of the driver as seated in a driving position.
- Pedals return freely and brake pedal is firm.
- Seat belts and their condition.

*1965-68 900-series cars must modify the outer seat belt anchors so that the belt crosses the pelvic bone and*

*lower abdomen and down toward the anchor as near to 45 degrees as possible. All cars with internal engine modifications and/or race tires must have at least a five-point safety harness for each occupant.*

- Roll bar installed in open cars (cabriolets). Roll bar must meet “broom-stick” rule (driver’s helmeted head is below a bar placed on top of the roll bar and windshield.) Factory roll hoops on Boxsters and 1999 and on 911s are acceptable. Soft top must be in the up position or the hard top installed. Targas and 914s with top installed are OK, as is.
- Brake fluid is fresh and at least DOT 3.
- Battery(ies) securely held down.
- Fan belts in good condition.
- Front suspension and steering has no excessive play or looseness. Includes wheel bearings, ball joints, tie rods, king and link pins, trailing arm bushings, sway bar bushings, etc.
- Brakes must have at least 50% pad thickness remaining. Rotors in good condition.
- Wheels must not have any cracks.
- Tires in good condition, minimum of 3/32-inch tread, except race tires. No cracked sidewalls.
- Leaks. No leaks of any fluids.
- Exhaust system must be in good condition and must be securely fastened. Some tracks have noise restrictions.
- Suspension must have no excessive rust or damage to suspension/chassis parts.

On the day of the event you will go through an abbreviated tech inspection at the track. The following will be checked:

- Brake lights.
- Helmet. Must have a Snell Foundation 2000 or later (SA or MA) sticker (DOT doesn’t count). (See *AUTOCROSS Equipment for further guidance.*)
- Interior and trunk for loose objects.
- Tire pressure (30 PSI minimum, recommended).
- Front and rear suspension play.
- Lug nuts for proper torque (normally 94 foot pounds).
- Throttle returns freely.
- Other items deemed necessary.

## **PART III – NATIONAL AWARDS**

- **President’s Parade Trophy** - This award is presented to the region having the greatest number of cars at the Parade, considering the size of the region and the distance traveled. The award began at the fourth Parade (1959) at Nippersink Manor in Wisconsin.

- **Long Distance Trophy** - This award is presented to the member driving a Porsche the greatest distance to the Parade. It is based on official road atlas mileage (versus the member's actual record) of the distance between the member's recorded home city to the Parade city.
- **Paul R. Heinmiller Memorial Trophy** - This award was donated in 1970 by the Porsche-Audi Division of Volkswagen of America in memory of Paul Heinmiller, past national Vice President of PCA and editor of *PORSCHE PANORAMA*. It is awarded to the Best Overall PCA Region Newsletter for the previous year. Judging for this award is arranged by the chairperson of the Newsletter Committee.
- **Ferry Porsche Trophy** - This award was sponsored by the Porsche factory and PCNA (Porsche Cars North America) in honor of Dr. Ferdinand (Ferry) Porsche and was first presented at the sixth Parade in 1961. It is presented to the region judged most outstanding and is often referred to as the "Region of the Year" trophy. Selection is based on growth, general improvement or maintenance of high standards in activities, meetings, newsletters, and adherence to, or the furtherance of, the objectives and ideals of the Porsche Club of America.
- **Porsche Family of the Year** - The Porsche Family, Porsche AG and Porsche Cars North America sponsor this award which was first presented at the nineteenth Parade in 1974. It is presented to the family within PCA that demonstrates the best examples of total family participation over the previous calendar year. In general, the family nominated should be active as a family in the region. The children must be twenty-one years of age or younger, and they must be active. The definition of a family, in the terms of this award, is parent(s) and child(ren).
- **Lazer-Blanchard Memorial Trophy** - This award, commonly known as the "PCA Enthusiast of the Year" award, is presented in memory of two PCA racing drivers, Glenn Lazar

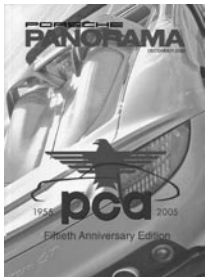


and Harry Blanchard, to the PCA member who is outstanding in his/her support of PCA. It honors the “true Porsche Nut.” The member should be active, have initiative, be a good worker, organizer, and competitor. The member must be exemplary in performance in the region, in the club, and in the community. Nominations for this award are made by the regions. Members of the National Staff are not eligible for this award for any year in which he/she held a position on the National Staff.

- **Bill Sholar Memorial Award** - Named for PCA's first president and established in 1982, PCA members not eligible for the Lazar-Blanchard Memorial Trophy are eligible for this award. The PCA Executive Council determines when and to whom this award will be presented.
- **Membership Trophy** - This award was first presented in 1992. It recognizes the regions with the greatest growth. As of 1998 there are two categories. In one category the winner is determined by a mathematical formula which takes into account region size, retention, and recruitment. In the other category the winner is the region with the largest absolute increase in membership. The contest covers the period from January 1 through December 31 of the calendar year.
- **Zone Reps Award of Merit** - This award, established by the Zone Reps, was first presented in 1983. It is presented at the sole discretion of the Zone Reps to individuals within PCA whom the Zone Reps deem to have distinguished themselves by outstanding contributions to the Porsche Club of America.

## PART IV – PUBLICATIONS

### PORSCHE PANORAMA



*PORSCHE PANORAMA* is the official publication of PCA. It is sent monthly to each member. This unique, professionally executed magazine contains news of PCA National activities, important regional news, feature articles, personalities and technical information. *PANORAMA* is frequently the first to have pictures and articles on new developments at the

Porsche works. A very popular feature is the “Mart” or classified advertising section, available free of charge to PCA members for Porsche cars or Porsche parts and accessories on a “Wanted” or “For Sale” basis. *PANORAMA* is a consistent recipient of the Golden Quill Award presented by *Old Cars Weekly* recognizing



excellence in automotive publications. Articles are contributed by club members and staff members. Contact the *PANORAMA* editor for specific requirements for photos accompanying articles.

## PCA WEB SITE

Be sure to visit [www.pca.org](http://www.pca.org) for the latest news, searchable calendar of events, discussion boards, tech area, online Mart and much more.

## REGION NEWSLETTER

Most regions publish a periodic newsletter to keep the membership informed of upcoming events in and around the region along with the results of past events. Size, frequency and style vary depending on the size of the region, their interests and their needs.

## MEMBER PARTICIPATION

Your most immediate source of information on what your region and other PCA organizers are doing in the near future, along with the results of the most recent activities, is your local region newsletter. BUT, it is only as good as you make it. The newsletter depends on its members for input. When you have a Porsche-related experience (not necessarily something that your region hosted), write your fellow members an article about what went on and send it to the editor!

Photographs to accompany articles are encouraged. Get good light/dark contrast. Credits for all articles and photos are given. The editor will assist you with wording and layout; just send in your handwritten or typed articles. Most regions are "computerized" so you may be able to simply e-mail your article and scanned photos or send in a disk or CD.



# NOTES



## Acknowledgments

The Porsche Club of America *Member Guide* has been updated by Carolyn Ewbank, National Membership Committee Chair.

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