



2026 Rule Book

May 5, 2026



Concours Rules 2026

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I INTRODUCTION

Summary of Major Changes for 2026:

- Updated Unrestored Division class date ranges

Concours d' Elegance is a French term denoting a gathering together of automobiles in competition or judging of their respective merits in terms of coach work design, finish and appointments. In the PCA, we are concerned with only one marque, Porsche. Porsche is defined as an automobile manufactured by Porsche AG, its predecessors or its successors, and powered by an engine manufactured by Porsche. Ruf AG-built automobiles are considered Porsches for event purposes. Collaborations with other manufacturers may not meet this definition and if that is the case, they would therefore be ineligible to compete. Cars qualifying under Section III, Part K of these rules are the exception to the above.

Unlike many other organizations that prohibit touching a vehicle, PCA is famous for being "Hands On." While PCA judges avoid opening doors or compartments themselves (asking the owner to do so), they are encouraged to probe the vehicle (with the exception of under/behind the dashboard). This rigorous, tactile approach is intended to distinguish the highest level of preparation, rewarding owners who have cleaned every "nook and cranny" of the vehicle.

Members use their cars in many different ways and for many specific purposes. The purpose of the Zone 8 Concours Series is to select the best prepared and maintained Porsche.

- A. Any person is eligible to be an entrant at a PCA Zone 8 Concours event. Any vehicle is eligible that meets the definition of Porsche above, or that qualifies according to the exceptions in Section III Part K Special Categories. An individual car may only enter one class per event.
- B. For in-state shows, all Street, Unrestored, and Detail & Shine division entries MUST be driven both to and from their home port/permanent residence. The following exception will be made for multi-event weekends: for those cars which are participating in both concours and performance driving events of a multi-event weekend, these entries may be driven both to and from their garage or hotel, etc. Such cars may not be trailered directly to the show area.
- C. Street, Unrestored, and Detail & Shine division cars may be trailered to out-of-state shows.
- D. Full Concours, and Special Categories division cars may be trailered to all events.
- E. Each car must proceed to its display location under its own power, without assistance of any kind (see Section IV Part G). Special Categories division entries may be exempt due to noise restriction requirements (see Section III Part K). Each car must be in its assigned display position at the time judging begins.
- F. "For Sale" signs are prohibited.

- G. No commercial displays are allowed unless authorized by the Event Chairperson.
- H. All vehicle alarm systems must be turned off prior to entering the Concours site and must remain off throughout the Concours.
- I. To increase camaraderie and the entertainment value of the event, regions are encouraged to have a “display only” category at their events that is not judged. It is suggested that entry fees for this category be less than for the judged cars. Additionally, contests such as Peoples’ Choice, VIP’s/Honorary Judges’ Choice, and PCA Juniors’ Choice are very successful at increasing participation and are therefore encouraged.
- J. All score sheets and entry forms shall be printed on white paper. Vehicle display placards shall be printed on paper in the following colors for ease of recognition:
- Full Concours-Vintage – Red
 - Street-Vintage - Blue
 - Full Concours-Modern – Tan
 - Street-Modern– Lilac
 - Detail & Shine – Green
 - Unrestored - Yellow
 - Special Categories - Orange
 - Display – White
- K. The Event Head Judge has overall responsibility for the judging at the event, including: recruiting judges and creating judging teams; assigning entrant vehicles to judging teams; ensuring that the current judging forms and score sheets are used; and that current rules, standards and practices are being followed.
- L. The Team Head Judge has the overall responsibility for the judging of the cars assigned to the team. They are the primary point of contact for the team with the entrant, the Event Head Judge, and other event staff. They provide guidance to assure that current rules, standards, and practices are being followed; as well as manage and coordinate the judging of the cars assigned to their team.

II DIVISIONS

Concours shall have the following divisions:

- Full Concours-Vintage
- Street-Vintage
- Full Concours-Modern
- Street-Modern
- Detail & Shine
- Unrestored
- Special Categories

With the exception of Unrestored and Special Categories, the divisions are only distinguished by what areas of the car shall be judged. The additional criteria for those two divisions shall be covered in Section III Parts J & K.

Judging shall be in the following areas for each division:

	Exterior	Interior	Storage Compartment	Engine	Chassis Half w/o Engine	Chassis Half with Engine
Special Categories	X					
Detail & Shine	X	X				
Unrestored	X	X	X			
Street- Modern	X	X	X			
Street- Vintage	X	X	X	X		
Full- Modern	X	X	X		X	X
Full- Vintage	X	X	X	X	X	X

III CAR CLASSIFICATION

- A. Except as allowed in Section III Part K all entries must have the same basic Porsche engine configuration as originally equipped.
- B. There shall be no combining of classes.
- C. Each entrant is responsible for correctly classifying his/her own car. Any car not classified by the start of judging will be disqualified from that event. All cars are subject to further scrutiny and reclassification at the discretion of the Zone 8 Rules Committee or the Event Head Judge at any time during an event. If a car is found to be misclassified after judging begins the event may be scored as if the car did not compete.

D. FULL CONCOURS-VINTAGE DIVISION

- CV-1 356
- CV-2 911, 912 (1965-1998)
- CV-3 914-4, 914-6
- CV-4 924, 928, 944, 968

E. STREET-VINTAGE DIVISION

- SV-1 356
- SV-2 911, 912 (1965-1998)
- SV-3 914-4, 914-6
- SV-4 924, 928, 944, 968

F. FULL CONCOURS-MODERN DIVISION

- CM-1 Boxster & Cayman (718, 981, 986, 987)
- CM-2 911 Carrera, GT2, GT3 (991,992, 996, 997)
- CM-3 Cayenne, Macan, Panamera, Taycan

G. STREET-MODERN DIVISION

- SM-1 Boxster & Cayman (718, 981, 986, 987)
- SM-2 911 Carrera, GT2, GT3 (991,992, 996, 997)
- SM-3 Cayenne, Macan, Panamera, Taycan

- H. The Modern divisions are for the newer models which have an engine compartment that is not as accessible as it has traditionally been in older models. These divisions give these entries a place to compete that is as equivalent as possible to the divisions for the vintage cars while allowing for this difference.

I. DETAIL & SHINE DIVISION

- D&S-1 356
- D&S-2 911, 912 (1965-1998)
- D&S-3 911 Carrera, GT2, GT3 (996, 997, 991, 992)
- D&S-4 914-4, 914-6
- D&S-5 924, 928, 944, 968
- D&S-6 Boxster, Cayman (718, 981, 986, 987)
- D&S-7 Cayenne, Macan, Panamera, Taycan

Detail & Shine division allows for members who have limited time and/or interest to compete with only two (2) judged areas. While any entrant may enter the Detail & Shine division, with the low number of judged areas it is the logical place for beginners, and therefore written and verbal comments from the judges are encouraged to help and assist new participants in preparing their Porsches for Zone 8 Concours competition. This is not to imply that a lesser standard is applied to the Detail & Shine division. All judging is done to the same standards in all divisions. Those with less experience or new to Concours should expect to compete with more experienced entrants.

J. UNRESTORED-DIVISION

UR-1	356
UR-2	911, 912 (1965-1998)
UR-3	911 Carrera, GT2, GT3 (996, 997 2005-2007) <i>Future: 997-2008+</i> <i>991, 992-coming 2032/2040</i>
UR-4	914-4, 914-6
UR-5	924, 928, 944, 968
UR-6	Boxster, Cayman (986, 987 2005-2007) <i>Future: 987 Boxster, Cayman 2008+</i> <i>981/718 Boxster, Cayman-coming 2033/2037</i>
UR-7	Cayenne 2003-2007 <i>Future: Cayenne 2008+</i> <i>Panamera-coming 2030</i> <i>Macan-coming 2035</i> <i>Taycan-coming 2040</i>

Unrestored entries are Porsches, a minimum 20 model years old (current model year minus 20 years, Y-20), with a minimum of 75% Porsche Factory applied paint and 75% Porsche Factory installed interior, with both interior and exterior dating from the time of the original manufacture and installed or applied at the time of the original manufacture at the factory. Only vehicle model, age, and percentages of original paint and interior are considered when qualifying vehicles for the Unrestored divisions and classes. Repairs and modifications that do not affect these are acceptable and permitted. Originality is not required for other areas of the car, and modifications or replacement parts are not penalized. Nothing in this section impacts the judging areas for this division as outlined in Section II.

K. SPECIAL CATEGORIES DIVISION

SC-1 Special Interest, Current Competition, and Limited Production: Factory Exotics and Factory Race Cars

The Special Categories division is intended to accommodate cars which, either because of their unique nature or their use, may not be able to compete on an even footing if entered in the other divisions. A car is eligible for entry in this division only if it satisfies one or more of the following criteria. Any person entering a car in this division must be prepared to explain in detail how the car satisfies the requirements of the division. In the event of any question over whether a particular car qualifies for this division, the Zone 8 Concours Chairperson or, if he or she is unavailable, the event head judge, will make the final determination about its eligibility. They may enlist the advice of event judges.

Note: The other divisions organize the cars by vintage and model for purposes of fairness. By entering this division entrants acknowledge that this is not possible in this division.

1. **Special Interest.** This includes cars which would normally be entered in the other divisions, but have been so extensively modified from the original stock configuration that they are significantly easier or significantly more difficult to prepare for Concours than the other cars in their “normal” division. Additionally, any car made by Porsche which, because of extensive modifications, no longer satisfies the definition of a Porsche given in Section I INTRODUCTION of these Concours competition rules is eligible for this class, and cars in this class may have any type of engine installed, including non-Porsche engines.

Note: Changes such as (but not limited to) aesthetic or cosmetic modifications; door pulls; spoilers & wings; European spec parts; installation of roll cages or bars, racing seats and harnesses, fire extinguishers; routine engine modifications such as substitutions between carburetors and fuel injection systems, muffler swaps, displacement increases and other internal engine modifications; suspension component changes; etc. shall not, by themselves, qualify a car for this class. This list is indicative but not exhaustive. It is not about the modifications or the number thereof, but about the impact the modifications have on Concours preparation.

2. **Current Competition.** This is for cars that have, within the last 12 months, been actively driven in two or more competitive track events (such as time trials and club racing events) and therefore might have a disadvantage compared to a car that is only used on the street or that is a “garage queen.” Track based Driver’s Ed (DE) events are also acceptable. Acceptable events are not restricted to PCA events and may include events sanctioned by other organizations such as but not limited to the International Motor Sports Association or the Sports Car Club of America. The entrant must be able to provide documentation of entry into such track events within the last year upon request.

Note: Autocross is not considered to be competition for purposes of this class.

3. **Limited Production: Factory Exotics and Factory Race Cars.** This includes Porsches made in limited quantities that differ substantially from normal production cars. Examples include the 550 in its various guises along with its descendants as well as cars such as the 959, Carrera GT, and 918. Additionally, this class also includes factory race cars such as (but not limited to) any of the 900 series of competition cars including the 904, 906, 917, and 934, and more recently the 911 RSR, GT3 R, GT3 Cup, GT2 RS Clubsport and GT4 Clubsport, etc.; and other racing cars such as Formula and Indy cars.

Note: This class does not include the many variants of common production cars, so special editions of production 911s such as anniversary editions and the Club Coupes, the 911R, the 1973 Carrera RS, the RS America, GT3, GT3RS, GT2, GT2RS and Speedsters are not eligible for this class. Similarly, the 1952 America Roadster,

Cayman GT4 and Boxster Spyder are also not eligible. This list is not exhaustive, but merely serves to provide a few examples. In general, model variations of mass production street vehicles are not eligible for this class and must be entered in the divisions and classes containing similar production cars. These cars are considered minor variations for purposes of Concours. This class is only for cars that cannot reasonably fit into the classes of the other divisions.

IV JUDGING:

- A. Judging shall be based on preparation and maintenance, not on originality or deviations from stock. Personalization or modification of the vehicle is not penalized if it is done in a competent and professional manner.

More details on judging methods are covered in the Concours Judge's Manual. An additional resource is the Guide to Concours d'Elegance Both of these are available on the Concours page of the Zone 8 website.

- B. The entrant shall fill out the top portion of the Entry Form completely, as well as his/her name and class on each Score sheet. He/she shall not write below the line on the Entry Form. The Entry Form and Score Sheets should be placed on the driver's side of the windshield.
- C. Typically, the entrant prepares the car prior to arriving at the Concours site. Any final preparation may be made at the Concours site prior to the start of judging.

Once Judging begins, only exterior light dusting with a suitable dusting cloth will be permitted. Use of toothbrushes, Q-tips or any other cleaning device or products could result in a three-point deduction assessed by the Event Head Judge.

Entries must be displayed with all exterior parts uncovered. (Example, bras, mirror covers, dust covers, etc. must be removed) Windows (glass or plastic) shall be up and/or installed. All tops must be up and in place and installed. Sunroofs shall be closed. A car with a convertible or other removable or retractable top that is not fully up either by malfunction, owner's choice or any other reason will be given a two-point deduction. Similarly, a two-point deduction will be given if exterior parts are not uncovered or windows are not up at the time a car is judged.

An entrant must have all jacks, spare tires & toolkits in the car ready to be judged. Said items are not to be wrapped in any additional protective covering beyond how they were delivered from the factory at the time the five minute "Light Dusting Only" warning is given. A two-point deduction shall be given to any item that is not ready for inspection at the time the judges walk up to the car to commence judging. This should not be construed to mean that these items must be out of the car and on display at the beginning of judging. They should be left in the original (factory) storage position or location within the car. They only need to be removed if and when a judge requests that they be removed. However, no deductions should be made if they are on display; the judge should just ask that they be moved as necessary.

An entrant must have interior storage compartments (glove box, door pockets, etc.) and their contents ready to be judged. Any item not present when delivered from the factory (owner's manual, etc.) should be removed prior to judging. (The only exception is vehicle registration and proof of insurance are allowed, although discouraged.) Factory materials only need to be removed if and when a judge requests that they be removed. However, no deductions should be made if they are on display; the judge should just ask that they be moved as necessary.

- D. Contestants will be notified, by general announcement, at least five minutes prior to the start of official event judging by the event head judge or Event Chairperson or their designee.
- E. An entrant or representative must accompany the car during the time of judging. The car will not be judged if the entrant or representative is not present.
- F. Each area of the car will be judged for five (5) minutes. Typically, all areas are judged concurrently, except for the one-minute walk-around. For the exterior area, the one-minute walk-around will be counted in the total time. After the walk-around, all compartments (door, trunk, glove box, etc.) as requested will be opened off the clock. Judging then resumes for the exterior and begins for all other areas of the car. The exterior judge is to stop judging at the point where one minute remains for the judging of areas other than the exterior, thus allowing the same time for all areas. (The exterior area gets one minute for walk-around and four minutes for judging.)
- G. An entry may be required to demonstrate its ability to start, or have any part checked for proper operation and maintenance (Example: horn, lighting, brakes, etc.). Oil caps, battery caps, brake fluid caps, spark plug connectors, etc., will not be removed from their normally affixed position.
- H. A judging team will remain intact to judge all assigned cars. All entrants in each class must be judged by a single team; classes may not be divided between different teams. Entrants may not influence or select which judges will be assigned to their judging team.
- I. No entrant may judge in a class or division at any event in which they have also entered a car in that class or division. In addition, if this person judges in that class or division at any other event during the same season, whether or not they have entered a car in those events, they will be ineligible for year-end awards in that class and division.
- J. Divisions containing over nine cars may be divided into two groups. If this occurs, judging Best of Division will be performed by a new judging team comprised of an equal number of judges from the original two teams. The new team will re-judge the car with the highest score from each group. Judges on the newly formed team must judge an area different from the area previously judged.
- K. No judge may assign a deduction for any finding which lies outside of the judge's assigned area, as listed in Section II and described in the current version of the Concours Judges Manual.

L. The Zone has established four levels of judges as follows:

Judge
Zone 8 Judge
Senior Judge
Master Judge

All judges will be classified using a judging point system based on their levels of experience and judging education obtained at Zone 8 events. Judging points are awarded according to the following schedule:

Working as Event Head Judge	100 judging points
Attending a Zone 8 Judging school	100 judging points
Judging at a Zone 8 Concours	100 judging points
Teaching at a Zone 8 Judging School	100 judging points
Mentoring judges at an Event	50 judging points

Point levels for each classification are as follows:

Judge	100 to 499 judging points, including attending at least 1 Judging School
Zone 8 Judge	500 to 999 judging points, including attending at least 1 Judging School
Senior Judge	1000 to 1499 judging points, including attending at least 2 Judging Schools
Master Judge	At least 1500 judging points, including attending at least 3 Judging Schools

Preferably, all judges should have attended at least one judging school before judging at any event.

Each year, any judge newly qualified at the Zone 8 Judge or higher level will be recognized and awarded a name tag by their Region, signifying the achievement.

Any judge with a Zone 8 or higher classification who wishes to be promoted or to maintain their classification must:

A) Attend at least one Zone 8 Judges School every two years.

and

B)

1) Judge at least one event each year and show a car in a judged class at least once every two years

or

2) Judge at least four events every two years

Any judge who fails to do the above will have his or her classification reduced by one level each year these requirements have not been met. A demoted judge will have their old rank restored at the beginning of the next season, if they start judging and showing again in accordance with the rules for the remainder of the current season.

- M. All judges must attend a Concours Judging School at least once every three years or their judging privileges will be suspended.
- N. When there are sufficient volunteers, an Event Head Judge can assign experienced judges as mentors. (This way, judges can earn points for their experience requirements even if they don't get a judging assignment. Of course, if any assigned judges could not attend, those assigned mentoring duties would be available to judge.)

Suggested mentoring might include:

- 1) If the new judge is assigned to a judging team, the mentor could review the areas of responsibility, lead them through what items they need to inspect, remind them to move on if spending too long on one item, and assist with the paperwork. Note: The mentor would not assist in the actual judging.
- 2) If the mentor is assigned to a judging team, the mentees could observe the process. The mentees should be cautioned not to make suggestions but to just watch. Care would need to be taken to ensure the mentees do not interfere, that time limits are respected and that each car is treated equally and fairly as they usually are. Questions would have to be saved for after the judging period is over. After the judging, the mentees could listen in as the judges explained to the entrant what they were looking at and why this or that deserved a deduction. The mentors could also explain the paperwork they are required to fill out.
- 3) When there is sufficient time, prospective or inexperienced judges may enlist a mentor for practical advice on judging at a Concours. Using a sample car, such as the mentor's or the mentee's, the car's condition can be reviewed for its preparation and care, and potential deductions could be discussed. This shall not be performed as a part of actively judging a competition entry in the event.

Mentoring at an event requires a Zone judge or higher as the mentor to earn points. At no time should anybody other than the judge assigned to a team and judging area be making judging decisions, pointing out defects or lack of preparation, assigning deductions, or performing any other judging duties.

- O. To participate in the role of team head judge on a judging team at a Zone 8 Concours a judge should preferably have a "Zone 8 Judge" or higher classification. To be the Event Head Judge at a Zone 8 Concours a judge should preferably be a Master or a Senior Judge.

- P. Judging at a Concours is on an as-needed basis. Attending a Zone 8 Judges School or having a Zone 8 judging title doesn't guarantee that a volunteer will be placed upon the Zone 8 Judges Roster or be utilized by an Event Head Judge at any particular event.

V SCORING:

- A. Individual score sheets will be returned to the entrants immediately after all scores for that Division have been recorded by the scoring team.
- B. In the event of a tie, the tie will be broken as follows:
1. Compare the scores in the judging areas as described in Section II DIVISIONS, the car having the highest score in the most areas will be the winner.
 2. If a tie still exists, (i.e., each car had the highest score in the same number of judging areas), then compare the score in each of the judging areas, beginning with exterior and proceeding to each judged area in the order as described in Section II DIVISIONS. The car with the best score in exterior will be the winner. If there is a tie in this area, then proceed to compare scores in each area in order until the tie is broken.
 3. If a tie still exists, go back to each judged area and compare the scores in each "sub-area" (i.e., exterior, Coachwork) in each of the areas in the same order until the tie is broken.
- C. Protests are the formal means to deal with allegations of deliberately ignoring the Concours rules. An informal discussion with the Event Head Judge and, potentially, the concerned parties, may resolve the possible protest without the need for it to be formally filed. This is to be encouraged before formally filing. Any concerns must be brought to the Event Head Judge first, and if necessary, they should approach the other party. Approaching the other party directly often results in unproductive confrontations. Any such outbursts may result in all parties involved being penalized.

All protests shall be in writing. Written protests shall be filed with the Event Head Judge within 30 minutes of all score sheets being returned for the Division. For this reason, each entry is to remain in place for at least 30 minutes after all of the score sheets are returned for that Division. A protest can be filed only if a Zone 8 Concours Rule has been violated. The written protest must reference that rule. Protests can be made by the Protest Committee or entrants as follows: A) For class trophies, protests may be filed by entrants in that class. B) For division trophies, protests may be filed by those entrants competing for that division trophy.

Protests are not necessary to correct math or other administrative errors in scoring. Bring the issue to the attention of the Event Head Judge.

The Protest Committee will evaluate the facts through various means and make the decision to uphold or deny the protest. Any protest upheld for the division competition may also be applied to the class competition. Cars may even be

disqualified for the entire season if circumstances warrant. The ruling of the Protest Committee may be appealed in writing to the Zone 8 Competition Committee within five days of the protest ruling.

It is expected that protests be reasonable, based on sound evidence and submitted in the spirit of fairness. If, in the opinion of the Protest Committee, the protester has acted in a manner inconsistent with the spirit of fairness and good sportsmanship, the protest will be considered to be in bad faith, and the protest will be denied. Any such protester may have series points or standings withheld or event privileges suspended pending a decision from the Competition Committee.

Any car protested must remain unchanged until the protest is decided. Protests will automatically be upheld for any car that is changed. A protest will automatically be upheld if the driver or owner of a protested vehicle is uncooperative or if the vehicle is unavailable. Cars or entrants unavailable for protest or inspection may have series points or standings withheld or event privileges suspended pending a decision from the Competition Committee.

D. Should damage occur to a car en route to or while competing at a Zone 8 Concours event, there may be a one-time-only provision made for that damage in order that the car remain competitive in that event. (A waiver will not be issued for the same damage at subsequent events.) This allowance may be instituted under the following conditions:

1. The damage is sufficient that it would prevent the car from being competitive in the event, and is caused by a third party or extreme environmental issue, not the owner, his or her agents or representatives, nor mechanical failure or malfunction, excepting tire failure as noted below.
2. The car may still proceed safely to the Concours event under its own power or trailered, as provided for in Section I.B., and is also able to proceed to its display location under its own power per Section I.E.
3. The Event Head Judge must be notified by the affected entrant or a representative on his or her arrival. The deadline for this notification shall be the commencement of the Judges' Meeting, except in the case of damage occurring during the event, in which case the Event Head Judge should be notified immediately.

The affected car shall be examined by the Event Head Judge to determine the scope and area of the damage. The damaged portion of the car, as determined by the Event Head Judge, shall not be judged on any car competing in the same Division in order to maintain equity in the judging process for the event. There shall be no changes in timing or other processes of judging for the event as a consequence of this provision, with the exception that if damage to the car precludes the operation of its horn, lighting, etc. as outlined in Section IV.G., judging of the operation of that specific device shall be excluded from the affected Division. In the event of damage occurring at an event after the commencement

the Judges' Meeting or judging of the entrants' cars, such that the excluded areas have already been judged on other cars, the exclusion of the damaged area may only be made on the affected car.

To be considered for exclusion, damage to a car should be of a nature that due to its significance would completely prevent the car from being competitive in the event. Damage caused by third parties or extreme environmental issues is to be considered for exclusion. Exclusions shall not be made for paint chips due to road conditions or other similar minor, owner-correctable issues, nor shall exceptions be made for owner/representative-caused damage or any mechanical failures or malfunctions, with the exception of tire failure. In the event of tire failure, the failed tire should not be judged if the spare tire is included in the score sheets for the division in which the car is competing. The replacement tire (formerly the spare) should be judged, but damage to the car directly consequential to the tire failure should be excluded, such as damage to the fender, wheel well, suspension components, etc. Should any damage be sufficient to exclude an entire Judging Area (one full score sheet), or if it affects multiple Judging Areas, it may be determined that the car is unable to equitably compete in the event.

The decisions of the Event Head Judge regarding the scope of the damage and its exclusion shall be final and binding to the event. Provision for the same damage may not be commuted, continued, or allowed for any subsequent events in the same or future seasons of Concours competition.

VI AWARDS:

- A. Only PCA members, family members, or affiliate members and their entry shall be eligible for the PCA Zone 8 year-end awards.
- B. Every Concours event will present awards in every class that has at least one entrant.

Awards are based on the following:

Number of entrants	Number of awards
1	1
2 or more	Number of entrants divided by 2 (rounded down)

This is the minimum award depth per class. More awards maybe given at the Event Chairperson's discretion, if it is done consistently across classes. Participation awards are encouraged but are at the Event Chairperson's discretion.

Each Concours will also include awards for "Best of Division" for the overall winners in each division. While multiple trophies are encouraged, regions may award a combined Best of Class/Best of Division award to Division winners.

"Best of Show" is not a Zone sanctioned competition. Any region that gives such an award is responsible for determining and administering any applicable rules.

- C. Scores will be based solely on the total points awarded. These point totals will be maintained for Class and Division Year-End Awards.
- D. To be eligible for a year-end award, a participant must have earned at least 300 service points and have achieved one of the following in a single class:
 1. Have competed in at least 51% of the Zone 8 Concours events.
 2. Have competed in at least 33% of the Zone 8 Concours events, including at least one out-of-state Zone 8 Concours.

After meeting the above:

Class championships shall be awarded to the entrants who have amassed the highest total number of points in competition within their classes.

The Division Championship in each of the divisions shall be awarded to the entrant who has competed in at least four of the Zone 8 Concours events and who has the highest total calculated from their best four scores received during the year's competition.

- E. A car may compete in only one class/division for year-end awards in a given year.
An entry may change division one time during the season. Only the points appropriate to the new division will be transferred.
- F. Service points are only awarded for service actually performed. There are a limited number of tasks and positions available at any given event. It is suggested that entrants be flexible and be willing to do whatever tasks are needed by the Event Chair. Service points will be earned according to the following schedule:

Event chairperson	300 service points
Event head judge	200 service points
Assistant chairperson	100 service points
Event judge	100 service points
Other worker	75 service points

Service points and judging points are different points systems, and the points are awarded and used for different purposes. Service points are used to determine eligibility for year-end awards. Judging points are used to document the level of judging experience and consequently a judge's ranking and title. Therefore, judging at an event accrues both judging points and service points for the individual. However, service points do not count towards judging experience and judging points do not count towards year-end awards.

All service and judging points for an event are documented on the "Zone 8 Service Point Sign In" form. Judges and workers must sign the form at each event to acquire their points. The Z8 Concours Chair will archive the forms to be used to determine year-end awards and judge classifications.



Rally Rules 2026

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I INTRODUCTION

Summary of Major Changes for 2026:

- No changes
- A. All Zone 8 rallies shall be navigational (Time/Speed/Distance) rallies. This is an event where cars follow a prescribed route on public roads at a precise speed or need to arrive at a destination after a precise driving duration.
- B. The object of the rally competition is to follow the prescribed course and to arrive at each checkpoint when you are due, neither early nor late. Rallies typically have several legs. Each leg of the rally is scored separately; if you are late at one checkpoint, you cannot improve your score by arriving early at the next checkpoint. Be sure that you have the correct number of legible route instruction pages, in the correct order. You may not start the rally before your assigned start time for leg one.
- C. Always drive in a safe and legal manner. You may neither drive recklessly nor illegally during the event; if you do, you may be disqualified. The Event Chairperson's decision on these issues will be final. If needed, time delay requests may be submitted in accordance with Section VI. DELAYS.
- D. No alcohol or drugs will be consumed during the event. Consumption of alcohol or use of drugs by any participant during the event will result in expulsion. The Event Chairperson's decision on these issues will be final.
- E. Drivers must be at least 18 years of age and affirm that they possess a valid state driver's license. 13 to 17-year-olds may participate (as navigators only) according to the rules of the Junior Participation Program. (They may also ride in the back seat if the appropriate waiver is signed.) Minors under the age of 13 are not allowed either as navigator or as other passengers. Waiver requirements and the JPP program are documented in the Region Procedures Manual (RPM), distributed annually by PCA national and on the national website. Adult entrants do not have to be club members. The JPP program is for minors related to qualifying club members ONLY.
- F. Deviations from or additions to the rules spelled out in Section VIII COURSE INSTRUCTIONS are allowed if the deviation or addition is clearly spelled out in an addendum at the beginning of the route instructions and is distributed to each entrant.
- G. A "trap" is an event that causes you to arrive early or late at the next checkpoint. Typically, this is the result of incorrectly executing an instruction and is based on either course following, speed or time.
- H. Course traps may only be based on the rules outlined in Section VIII COURSE INSTRUCTIONS and any addendums to that section. No other sections of this document may be used as the basis for traps.

- I. The use of two-way radios or mobile/portable phone is forbidden except in emergencies. Contestants found in violation of this rule will be disqualified.
- J. GPS-Based timing systems are allowed. While a specific software application may be required, the hardware equipment for in-car timing must be readily available and should not be limited to one operating system or brand of equipment. The contestants should be able to make sure their equipment is operational prior to the start of the rally.
- K. At the discretion of the Zone 8 Rally Chairperson, a Gimmick Rally may be held as an official Zone 8 rally, and be allowed to count towards the Zone 8 Rally Series points. For purposes of year end awards, Gimmick Rally points for first, second, third places etc. will be accumulated in the same TSD rally class in which the entrant participated most frequently for that year. If the entrant did not have a class in which they participated the majority of the time, then the points shall be assigned to Class C. Gimmick Rally rules are not covered in this document.

II CLASSES

There are five (5) competitive classes:

- A. Class A - Unlimited equipment.
- B. Class B - Contestants using unlimited measuring equipment but no cumulative calculation device; or Stock odometer for measuring distance, with unlimited calculating equipment (calculation equipment must not connect to distance measuring device in Class B).
- C. Class C - The only permissible equipment is stock odometer, pencil, paper, and watches/clocks. No calculating equipment or tables are permitted (slide rules, factor tables, calculators, computers, etc.) other than seconds-to- hundredths conversion charts.
- D. Class D - Same requirements as Class C, but for beginners, new to the sport. The rallymaster may run the same route instructions as Class C or may optionally provide simplified route instructions (fewer or easier traps) in order to foster their learning of rally skills and to encourage their continued participation in the sport. Participants may only receive a year-end award in Class D once. After winning the annual series once, they must compete in another class.
- E. Class E – Same requirements as Class D, with the following exceptions:
 - 1. Anyone, regardless of experience, may compete in class E.
 - 2. The rallymaster may run the same route instructions as Class D or may optionally provide trapless route instructions (no traps, a "Tour Course"), for this class. (In either case, the course must conform to the Zone-8 rally regulations, as it will count toward the series championship in this class.)

For all classes, any factory installed equipment is permissible, including navigational systems and average speed displays. Portable GPS units are also allowed.

The route instructions for classes A, B & C must be identical.

Each entrant is responsible for correctly classifying his/her own car. During the rally, there may be a check for proper equipment. All cars are subject to further scrutiny and reclassification at the discretion of the Zone 8 Rules Committee or the Event Chairperson at any time during an event. If a car is found to be misclassified after it completes the rally the event may be scored as if the car did not compete. An individual entrant may only enter one class per event.

III MEASUREMENT AND TIMING

The course was measured to the nearest 0.01 mile with a car equipped with non-expandable tires. Adjust assigned speeds to conform to the rally's official measurement.

Official rally time will be available at registration. It is synchronized with WWV (National Bureau of Standards time signal) and set to local Pacific Time. Timing will be to the nearest 0.01 minute.

Seconds to Hundredths Conversion Table (.01=Hundredths)											
Sec.	.01	Sec.	.01	Sec.	.01	Sec.	.01	Sec.	.01	Sec.	.01
:00	.00										
:01	.02	:11	.18	:21	.35	:31	.52	:41	.68	:51	.85
:02	.03	:12	.20	:22	.37	:32	.53	:42	.70	:52	.87
:03	.05	:13	.22	:23	.38	:33	.55	:43	.72	:53	.88
:04	.07	:14	.23	:24	.40	:34	.57	:44	.73	:54	.90
:05	.08	:15	.25	:25	.42	:35	.58	:45	.75	:55	.92
:06	.10	:16	.27	:26	.43	:36	.60	:46	.77	:56	.93
:07	.12	:17	.28	:27	.45	:37	.62	:47	.78	:57	.95
:08	.13	:18	.30	:28	.47	:38	.63	:48	.80	:58	.97
:09	.15	:19	.32	:29	.48	:39	.65	:49	.82	:59	.98
:10	.17	:20	.33	:30	.50	:40	.67	:50	.83	:60	1.00

IV CHECKPOINTS

A. GPS-Based checkpoints:

1. GPS Timing and scoring systems use GPS-based technology to record when contestants pass a checkpoint. This checkpoint can either be the start of a leg, the end of a leg, or both. The system will calculate the score for the leg and report it immediately to the contestant and the rallymaster.
2. GPS checkpoint locations may or may not be indicated in the route instructions.
3. Legs can start at a specific location or as soon as one leg ends (the checkpoint is both the end location and the start location). The course instructions may indicate a time of day or a time delay at which to start a leg.

B. Manned checkpoints:

1. You will be timed in as the front wheels of your car pass the in marker, identified by a sign "PCA IN". DO NOT STOP AT THE IN MARKER but continue to the workers to receive your time in and time out. Timing disagreements must be resolved or at least registered with that checkpoint's personnel.
2. You will be given all information necessary to begin the next leg correctly, such as out speed and active route instructions); any numbered route instructions skipped are canceled. DO NOT BLOCK OTHER CONTESTANTS' VIEW OF THE OUT MARKER; DO NOT BLOCK TRAFFIC AT THE OUT MARKER. Begin the next leg at the out marker at your assigned time out.
3. Stopping, creeping, or evasive action within sight of a manned checkpoint is forbidden, unless required by a route instruction or law. Unless required, such action shall cause you to be assessed a penalty.

C. Do-It-Yourself Checkpoints (DIYCs--unmanned checkpoints):

1. At a DIYC, write your time in or arrival time (in hours, minutes, and hundredths of a minute--not seconds) in the next available TIME IN box on your control card.
2. Your time out is 1.00 minute after your time in.
3. You must write your time in on your control card before you enter the next manned checkpoint, or you will be scored as having missed the DIYC. You may not change your DIYC times after entering that manned checkpoint.
4. EXAMPLE: DIYC at "Stop Ahead". Were you to arrive at this sign at 8:46.75, you would: Write your time in (8:46.75) in the first available TIME IN space on your control card; then write your time out (8:47.75 = 8:46.75 + 1.00 minute) in the first available TIME OUT space on your control card.

	<u>LEG 1</u>	<u>LEG 2</u>	<u>LEG 3</u>
TIME IN	8:35.89	8:46.75	
TIME OUT	8:04.00	8:40.00	8:47.75
ELAPSED	0:31.89	0:06.75	

V SCORING, PENALTIES, AND PROTESTS

A. Penalties will be assessed as follows:

1. 1 point for each 0.01 minute early or late at each checkpoint, up to a 500-point maximum penalty per leg or 500 points for each leg involved in missing a checkpoint.
2. 50 points for stopping, creeping, or evasive action within sight of a checkpoint.

3. 500 points or disqualification for each instance of unsporting or dangerous conduct.
- B. If an entrant feels there is an error in the rally, they may submit a written protest. Their protest may include the desired corrective action. They will be notified of the decision of the protest committee.

VI DELAYS

- A. Reasonable requests for a time delay may be granted for the following reasons:
 1. Blockage of the rally course--for example, by trains, accidents, cattle, etc.
 2. Stopping to aid another motorist, to give aid at an accident, or to give information to local authorities.
 3. Any other problem an entrant may encounter.
- B. Entrants should submit a request for a time delay in writing at the next manned checkpoint.
- C. GPS-Based Time Delays: The contestant will enter time delays into the system in real time as needed. Timing increments and maximums will be based on the system used.

VII ADMINISTRATIVE

- A. All persons participating in the event (drivers, navigators and workers) will sign the appropriate insurance release forms prior to participating in the event.
- B. The insurance certificate will be displayed or be available for inspection at registration.
- C. Participants shall affirm that there is valid and current car registration and insurance for the rally vehicle.
- D. Awards
 1. One award for up to three cars in a class. One additional award per two additional cars entered, up to five Awards per class.
 2. This is the minimum award depth per class. More awards maybe given at the Event Chairperson's discretion, if it is done consistently across classes.
 3. Separate awards will be awarded for Driver and Navigator.
 4. Participation awards are encouraged but are at the Event Chairperson's discretion.
 5. Awards will be presented on the day of the event.
- E. Only PCA members, family members, or affiliate members shall be eligible for the PCA Zone 8 year-end awards. Scoring for year-end awards (class finishing position relative to PCA entrants only):

CLASS FINISH:	1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th	11 th +
POINTS:	20	15	12	10	8	6	5	4	3	2	1

1. 20 points are awarded to those who write and put on a Zone 8 rally. 12 points are awarded for working a Zone 8 rally.
 2. In order to qualify for a year-end award, entrants must compete in at least 35% of the year's Zone 8 rally events in a single class. Writing or working does not substitute for competing in a rally to satisfy the 35% requirements, although the points do count towards a year-end award.
- F. All Zone 8 Rally instructions and courses must be pre-approved by the Zone 8 Rally Chairperson or that person's designated representative.
- G. The Event chairperson shall complete and submit the Post Event Report and submit it within five days of the event. The Post Event Report is available in the RPM or on www.pca.org
- H. The Event chairperson shall appoint an independent safety observer who shall complete and submit the Event Observer Report within ten days of the event. The Event Observers' Report is available in the RPM or on www.pca.org
- I. The Event chairperson shall ensure that an Incident Report is completed and submitted as required. An Incident Report should be completed whenever any of the following occur:
1. There is car-to-car contact of any sort, whether or not the damage can be "rubbed out."
 2. There is car damage caused by contact with an immovable object which cannot be buffed out. Damage caused by contact with debris does not require a report.
 3. There is an incident involving a potential injury or actual injury to a person, even though the previous criteria have not been met.
 4. There is a verbal altercation between an individual(s) and an event or Region official.

In the event of bodily injury, an Incident Report should be submitted on the next business day, otherwise, Incident Reports are due within five (5) business days. The Incident Report form is available in the RPM or on www.pca.org

VIII COURSE INSTRUCTIONS

A) DEFINITIONS AND ABBREVIATIONS

at	“In the vicinity of” for course actions (e.g., R, L, STRAIGHT, TURN); “even with” for other actions, including CASTS, pauses, mileages, etc.
CAST	Change Average Speed To or continue average speed of. Execute speed changes when your front wheels are even with the first part of the indicated sign or landmark except when instructed otherwise. Execute speed changes associated with course actions (e.g., R, L, STRAIGHT, TURN) at the apex of the INTERSECTION. All speeds are in miles per hour unless you are instructed otherwise.
checkpoint	A manned or unmanned timing location (See Section IV CHECKPOINTS).
Control	A location along the rally course identified by a sign reading PCA CONTROL at which you are required to stop. (See Section VIII Part D.8.e).
DIYC	Do-it-Yourself Checkpoint--an unmanned checkpoint (See Section IV Part C).
FLR	Follow the LINED ROAD (See lined road definition below & see Section VIII Part C.3.a).
free zone	A portion of a rally leg where there are no checkpoints.
intersection	The joining of two or more eligible rally roads where you could go in more than one direction without making a U-turn.
L	Turn Left at an INTERSECTION--from 10 to 179 degrees.
lined road	A road with one or more lines (or row(s) of dots or center median) separating opposing directions of traffic. At an INTERSECTION where the line (etc.) is broken, the LINED ROAD is the road bearing a line (etc.) which proceeds in the direction most nearly indicated by the line (etc.) before the break.
ODO check	A portion of the rally course of known mileage where the entrant can correlate their odometer readings to those of the rallymaster.
Opp	Opportunity --an INTERSECTION where you could perform the required action.
Pause	Delay the specified time. Consider the pause at the reference point.

R	Turn Right at an INTERSECTION--from 10 to 179 degrees.
SA	Sign(s) Anywhere (See Section VIII Part D.2).
Signal	An INTERSECTION where your travel is controlled by at least one red, yellow, and green traffic light.
SOL	Sign(s) On Left (See Section VIII Part D.2).
Stop	An official red and white stop sign, which requires you to stop.
straight	Continue in the most straightforward direction through an INTERSECTION.
T	An INTERSECTION having the general shape of the letter T as you approach it from the base.
transit zone	A portion of a rally leg where there are no traps and no checkpoints, with a specified end time or duration to complete the section.
turn	Either R or L, but in the only direction possible.
WOF	Whichever Occurs First--A two-or-more portion numbered route instruction separated by the word 'or' (See Section VIII Part B.2.b).

B) ROUTE INSTRUCTIONS

1. Execute each route instruction at the first possible point satisfying the route instruction and consistent with these Rally Rules. Execute each part of a multiple-part route instruction in the order presented.
2. Numbered route instructions:
 - a. Complete each numbered route instruction, in ascending numerical sequence, before you initiate the next numbered route instruction.
 - b. Some numbered route instructions may be designated WOF (Whichever Occurs First), and will be separated into two or more portions by the word 'or'. Complete the portion, which you can initiate first, then cancel the other portion(s).
3. Lettered route instructions are unnumbered route instructions appearing among the numbered route instructions. Execute a lettered route instruction any time after you complete the preceding numbered route instruction. Complete a lettered route instruction at each occasion until it is cancelled: this may be once, more than once, or not at all. A lettered route instruction may not be re-initiated until it has been completed in its entirety. You might not execute a lettered route instruction before you execute the next numbered route instruction. Cancel a lettered route instruction when you are directed to do so.

4. You may receive special route instructions at a manned checkpoint or control. Complete them once as directed.
5. Information in parentheses is intended to help you but is not part of the route instruction.

C) COURSE

1. Eligible rally roads are paved and public, except when you are instructed otherwise. Alleys, driveways, entrances to businesses, private roads, and unpaved roads are to be considered non-existent except when you are instructed otherwise, and at the start and finish of the rally. Roads that you can see dead-end within 0.01 mile (about 50 feet--you will not have to make a close decision) are to be considered non-existent.
2. The course through each INTERSECTION is determined by the first item, in the following priority list, that defines only one route:
 - a. Execute a course action (R, L, STRAIGHT, TURN, Follow, etc.) of a numbered route instruction. An R, L, or TURN requires you to travel a course different from the one that you would follow by the first applicable of d and e below.
 - b. Execute a course action (R, L, STRAIGHT, TURN, Follow, etc.) of a lettered route instruction. An R, L, or TURN requires you to travel a course different from the one that you would follow by the first applicable of d and e below.
 - c. Execute a course action (R, L, STRAIGHT, TURN, Follow, etc.) of a special route instruction. An R, L, or TURN requires you to travel a course different from the one that you would follow by the first applicable of d and e below.
 - d. Follow the course as defined in a continuing course- following action (See Section VIII Part C.3).
 - e. Proceed as straight as possible. Do not consider freeway off-ramps to be as straight as possible. Do not apply this 'straight as possible' rule at a T.
3. There are two types of continuing course-following actions:
 - a. Follow the LINED ROAD (FLR): When you are instructed to FLR, this action is complete when the road you are traveling upon is or becomes the LINED ROAD. You must continue to FLR whenever possible, until you execute an R, L, STRAIGHT, TURN, or another Follow.
 - b. Onto: When you have executed an action onto a road by name or number, you must follow that road by name or number whenever possible, until you execute an R, L, STRAIGHT, TURN, or Follow.
4. Do not make a U-turn except when you are instructed to 'U-turn'.

D) SIGNS AND LANDMARKS

1. A landmark is an object along the course such as signal, stop, fire hydrant, Ventura Bl. Each landmark will be indicated in the route instructions without quotation marks. Any term used in Section VIII Part A to define a landmark will be used only in the defined sense.
2. Quotation marks are used in the route instructions to indicate the complete or partial text and/or the illustration(s) on the sign to be used. All quoted signs will be on your right or overhead except when you are instructed otherwise by the use of 'SA' or 'SOL'. Other signs and all landmarks may be anywhere, except as indicated in Section VIII Part D.7.
3. A referenced sign may contain additional text and/or illustrations. The referenced portion will be continuous, with no intervening text skipped. Referenced capitalization and punctuation need not agree with that on the sign. Part of a word, illustration, or number will not be referenced.
4. Partial names may be used in the route instructions to identify landmarks. For example, the landmark WEST TOPANGA CANYON BLVD might appear in a route instruction as TOPANGA, or as CANYON, or as WEST TOPANGA, etc., but not as TOPANGA CYN, nor as CANYON BOULEVARD, nor as WEST CANYON, nor as TOPANGA WEST etc. A road-identification sign with an arrow may be used to identify that road.
5. A single sign will not be used for consecutively numbered route instructions.
6. More than one sign mounted on a common support is considered a single sign.
7. Do not use signs on mailboxes, signs on or attached to vehicles or buildings, or signs painted on the surface of the road or on curbs. Do not use signs or landmarks readable and/or visible only after you pass them.
8. Off Course and emergency signs will contain 'PCA' and one of the following:
 - a. The word NO--You are off course. Return to the previous INTERSECTION and try again.
 - b. An arrow--Follow the arrow, do not execute a route instruction there.
 - c. A route instruction number or letter--Execute the indicated route instruction as near the sign as possible.
 - d. Emergency instructions--Execute them.
 - e. The word CONTROL--Stop to receive instructions from a worker.