2016 Rule Change Proposals for 2017 Implementation

Proposals that are presented here are open to further review and comment. Please send your comments to the Zone 8 Rules Coordinator at ruleproposals@zone8.org

New Proposals are also welcome up to the June 30 deadline. Please send your rule change proposals to the same email address.

After the submission and review period ends on June 30, 2016, there will be a review and comment period until August 31, 2016. After this, the Z8 rules committee will deliberate and determine which proposals to move forward with.

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AX, TT & DE

Driving Events Proposal #1 – Limiting SS Classes to 240 TW Tires

Current Rule:

II DRIVING EVENT CLASSES

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D. Class definitions are as follows:

1.STREET STOCK CLASSES

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The following modifications are specifically not allowed:

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b) Tire tread wear ratings less than 140 or less than the OEM tire tread wear for that model and year of car, whichever is lower.

Proposed Rule:

II DRIVING EVENT CLASSES

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D. Class definitions are as follows:

1.STREET STOCK CLASSES

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The following modifications are specifically not allowed:

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b) Tire tread wear ratings less than ***240***.

Rationale:

With the latest change to the rules for SS classes ["Not Allowed" subsections] o & p allowing 14mm wider track and 20mm wider tires, we should change the tread wear to 240 or higher. Because the rules allow "non-stock" wheels and tire sizes competitors are required to have a set a wheels and tires to be competitive in the SS classes and should be running on a higher tread wear rate than CC classes. CC classes are required to take 20 points to run on 200, so 200 for SS is not fair for the CC classes.

I do believe people should be able to drive their new Porsche from the dealership straight to an autocross and be competitive in their class. Zone 8 currently allows the use of any wheel with a 14mm track increase. I don't think that's great idea. Any competitor can buy a custom set on carbon fiber wheels with the 14mm offset. So a new Porsche straight from the dealership will not be competitive in Zone 8 Street Stock class. I don't see the issue with asking to change the tread wear to 240. To be competitive in SS competitors will be required to have a set of wheels and tires to run at a Zone 8 events. So why not limit the tread wear to 240? And make all the SS classes run the same tread wear rating? Competitors are buying new wheels and wider tires, just have them all standardize on a tread wear that is higher than CC class are required to take points for. I believe allowing SS class to run 140 TW is an unfair advantage to the CC classes competing in BRI.

[Editor's Note: Previous to this year, SS classes were allowed to run any size wheel and any size tire that would fit under the fender lips. "BRI" is a non-Zone 8, non-official calculation and has no bearing on Zone 8 rules.]

Comments:

SS classes are primarily intended for stock cars from the showroom. The reason the current rule is written this way is because many Porsches come from the show room with 200 TW tires, and in some special cases, some have come from the showroom with 140 or even 100 TW tires. This rule change will **require** the owners of new Porsches to go out and buy 240 TW tires if their cars didn't come from the factory this way, otherwise they will not be allowed to compete in SS classes. A more reasonable approach would be to reduce the SS class tire width allowance to 10mm wider than the largest stock width.

~0~

The SS classes are designed for new drivers to come directly from the dealership with their car and have a reasonable sandbox to play in. Our current 2016 rules are very similar to PCA National Parade rules and SCCA for stock class. Requiring a 280 minimum treadwear would make all SS classes slower but eliminate 80% of Porsche sports cars that come delivered new with treadwear below 280. In my opinion this proposal defeats the intent of the class.

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Requiring tires with a TW of 240 or higher makes no sense. The current rule requires tires with a minimum TW of 140, which pretty much covers most non R-comp tires. I would guess that most if not all of the tires from the factory at below 240 TW. This proposed rule would require the owner of a brand new Porsche replace all 4 tires in order to run in the SS class.

There is an assumption that all drivers wanting to be competitive in a SS class have multiple wheel/tires sets and have ones dedicated to competition. While many may have more than one set of wheels/tires and some go to wider tires, most run the same tires they drive their car on every day. To require a special set of wheels and/or tires is ludicrous and forcing people to spend additional money so they can run in our events in a SS class is just plain wrong. It would have the effect of reducing participation in our events.

Why would we want a rule that would make a car in SS have lower performance that how it came from the factory? It would effectively force just about everyone into a CC class where they would have to spend a lot of money to be even slightly competitive

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I disagree with this as nearly every new SS class driver would be forced to go out and buy new 240+ tires to run in Showroom Stock class. If they MUST buy new tires I would rather they got quality 200 treadwear tires that are better suited for the rigors of motorsport. Everyone in SS classes run under the same rules, and competitive drivers will always seek the best tire choices. All Z8 championship competition is within established Z8 classes so there is no reasonable rationale for this proposal. It does not improve fairness within SS classes and has zero effect on CC classes.

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Porsche delivers new cars with sub 240 treadwear tires, as showroom stock. For example, Pirelli P-Zero's are rated at 220. Are we really suggesting that a factory SS car should have to run in a CC class if they show up during their first week of ownership? If anyone is playing in the grey area of SS rules, you should be up in CC and deep down you probably know it.

~0~

If you want to exclude the RE-71R in SS classes, just do that instead of trying to regulate it through TW ratings (which are admittedly easy for a manufacturer to fudge). The RE-71R doesn't come stock on any Porsche, so it won't affect anybody who comes right from the dealer. There's plenty of evidence, not just locally, but all over the web if you look for it, for the idea that the RE-71R is more like a 100 TW tire with regard to performance.

I happen to think that it's okay for the RE-71R to be SS legal. Having the RE-71R available seems like a godsend to most of the SCCA folks. In addition, just about everybody who has tried the RE-71R tires loves them.

That being said -- with the possible exception of GT3/GT4 models -- I don't think Porsche really delivers any of their cars with autocross-ready tires. It's not that they're not competitive; it's more an issue of the tires not being able to stand up to the demands of autocross, especially on a somewhat abrasive lot like the one we run on. My factory-delivered tires lasted 4 events. They would have probably failed tech if I had tried to bring them out for a 5th event. My RE-71R tires were faster than the OEM tires and they lasted longer: 6 events.

As much as I'd like to think that it's a noble goal to have cars be competitive for autoX as delivered from the dealer, I don't see it happening -- and it's not because of our rules, but because Porsche delivers tires for the sweet spot of their market. (Competitive autoXers probably make up what, 3% of all Porsche owners at the most?) The only cars delivered in a reasonably decent shape to go autoX are the GT3/GT4, and the proposal to restrict SS to 240 TW or greater would essentially eliminate the GT3 and GT4 from SS. If I owned one of those, I certainly wouldn't put 240 TW tires on it.

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Stock tires on some Porsches come with tires below 240. This rules change would require a brand new car to move into CC class. This is not the intent of SS classes.

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This proposal goes against the spirit of the rule, which is to allow a driver to show up in a showroom stock car, as delivered, and drive in AX or DE/TT. Porsche equips their cars with lower tread wear tires than 240 and drivers should not have to switch tires to drive in our events. Leave SS as is.

Driving Events Proposal #2 – Points for Use of Stability Control Feature

Current Rule:

- None -

Proposed Rule:

III ASSESSMENT OF POINTS

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PERFORMANCE EQUIPMENT POINTS

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HH. Cars Using Stability Management (PSM/PSM Sport/ESC) for Timed Runs (AX and TT) 10

Rationale:

Stability Management is a definite advantage at any driving event, especially in the newer cars, as it makes it easy for unskilled drivers to maximize the use of tire grip and corrects their driving mistakes instantaneously. Combined with the existing points for PDK and the proposed points for Launch Control (Driving Events Proposal #3), this should address the advantage the newer PDK/PSM/Launch Control cars have at an AX, as well as the advantages for TT cars (without Launch Control).

Comments:

Disagree. Stability management while it could in some cases be a competitive advantage, in many cases is reduces performance, but will save your butt. Additionally it is an option that the owner decides if they want when they purchase the car, so it is available to those that want it and has been available across all of the modern models

Additionally how this would be monitored? What happens when the driver turns it off, but then it automatically comes back on for instance due to engaging ABS. This would cause an unmanageable situation and could result in multiple arguments and protests

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On the issue of PSM and whether it's a competitive advantage -- I'm sorry that some haven't had the chance to drive a really good modern PSM implementation. I generally run at least one run at most events with PSM off -- and usually more than that -- and generally find that turning PSM off actually costs me about 0.5 to 1.0 seconds per run compared to driving with it on. The issue is that with PSM on, I can drive at 10/10ths and rely on the PSM to keep me from getting into any sort of nasty trouble -- when it does kick in, I'm usually pretty thankful that it did. With PSM off, I'm driving more at 9/10ths, because even though I can correct a loss of grip, it probably takes me at least half a second to react and correct it -- with PSM on, by half a second, the problem already got solved.

For me, the biggest issue with a point penalty for PSM as proposed is that it will be practically impossible to enforce a penalty for using it. If the Zone wants to change the base point value for modern Porsches to reflect the better PSM implementation, that might work.

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I disagree with this proposal. This is a safety device, not a performance enhancement. From my own experience, sometimes PSM works to advantage and sometimes it works to disadvantage (rear brake intrusion exactly when you don't want it). I find that PSM does keep a car on course while exploring the limits but sometimes significantly slower than with it off. It varies a great deal from course to course. Safety devices should not carry penalty points. It would also be very difficult to enforce during competition.

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There is no method to monitor this proposal as written.

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This proposal is unenforceable and should be rewritten or discarded completely. How are you to monitor whether or not someone's using something "occasionally" or not at all. If it's on the car and it's been determined that it's a competitive advantage, there should be points for it.

Driving Events Proposal #3 – AX Points for Use of Launch Control Feature

Current Rule:

- None -

Proposed Rule:

III ASSESSMENT OF POINTS

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PERFORMANCE EQUIPMENT POINTS

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GG. Cars Using Launch Control for Timed Runs (AX only) 15

Rationale:

Launch Control is a definite advantage at an autocross, as it maximizes acceleration off the line. Previous guidelines on AX course design to mitigate this advantage have not been implemented on a consistent basis. While this assessment requires honesty, it will be relatively easy to monitor and/or protest. Combined with the existing points for PDK and the proposed points for Stability Management (Driving Events Proposal #2), this should address the advantage the newer PDK/PSM/Launch Control cars have at an AX.

Comments:

If there is an easy way to monitor this, then fine, otherwise it would be a nightmare to implement

Do we also want to monitor if sports or sports plus mode is implemented?

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I disagree with this proposal. This creates a rule where no rule is needed. Any time an AX course is set up with a "drag strip start" it will benefit launch control cars AND high HP cars as well. Points for using launch control would only affect those LC equipped cars but not the high HP cars who also benefit. A better solution is simply to encourage all Z8 AX organizers to add a tight corner or gate feature immediately after the starting line. This simple solution levels the playing field for ALL cars and all drivers by simply eliminating the drag strip and making car control the deciding factor, not horsepower or high technology.

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The proposal as written is not enforceable. All other rules can be challenged while the car is sitting in the parking lot. This must be "heard" at the starting line. What if your competitor is driving while you are on the far corner of the lot corner working? How do you challenge? Additionally, it is not the responsibility of the starters to monitor rules.

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This proposal is unenforceable and should be rewritten or discarded completely. How are you to monitor whether or not someone's using something "occasionally" or not at all. If it's on the car and it's been determined that it's a competitive advantage, there should be points for it.

Driving Events Proposal #4 – Points for Aftermarket Aero Mods

Current Rule:

III ASSESSMENT OF POINTS

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PERFORMANCE EQUIPMENT POINTS

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Y. Non-stock wing, and/or front lip and/or spoiler

Factory (within model series)	10
Other factory or aftermarket	20

Within model series means factory items that were available for the model series of the car. See Appendix B for the model series chart. Once an aerodynamic modification is made, both ends of the car should be improved to preserve balance.

Proposed Rule:

III ASSESSMENT OF POINTS

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PERFORMANCE EQUIPMENT POINTS

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Y. ~~*Non-stock wing, and/or front lip and/or spoiler*~~

Factory (within model series) ***front lip/or spoiler and wing*** ~~*10*~~ ***5***

~~*Other factory or aftermarket 20*~~

Front splitter extended out from bumper ≤ 2" 10 points
Front splitter extended out from bumper > than 2" and ≤ 4" 20 points
Front splitter extend out from bumper >4" 30
Dive Planes (Canards) one on each side of the car no wider than 2" at its widest point and no longer than 8" 5 points
Dive Planes (Canards) two on each side of the car no wider than 2" at its widest and no longer than 8" 10 points
Dive planes (Canards) more than 2 per side and/or wider that 2" and /or longer than 8" 20 points
Rear airfoil: single element no wider than the car, cord no longer than 6", end plates area no more than 6" by 6", mounted 4" lower than the

highest point of the car and no farther back than 2" from the body work. 20 points
Rear airfoil: more than one element and/or cord longer than 6" end plate bigger than 6" by 6", mounted > than 4" lower than the highest point of the car and farther back than 4" from the body work. 40 points
All rear Diffuser most not extend out more than 2" from the bodywork. 20 points
Rear non factory spoiler no higher than 10" no wider than the bodywork 10 points
Rear non factory spoiler greater than 10" no wider than the bodywork 15 points

Within model series means factory items that were available for the model series of the car. See Appendix B for the model series chart. Once an aerodynamic modification is made, both ends of the car should be improved to preserve balance.

Rationale:

Downforce is an area that we have seen a lot of changes to competitor's cars with little to no rules around downforce. Currently the max points are 20, but we are seeing competitors exploiting this rule by adding all types of downforce generating devices to their cars. Increasing downforce does have an effect on your cars corner speed which will decrease your lap time just as must as adding 100HP will increase your straightway speed which will decrease your lap time.

Comments:

The proposed rule change is overly complicated and is not reasonably enforceable because it would require lots of rulers measuring at tech inspection.

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I agree with this proposal. We have seen extensive advancement in aero devices over the last few years. Aero affects both AX (above 50mph) and TT by adding downforce and grip in the corners. A well set up aero package would easily add as much grip as moving from street tires to R-comp tires (40 pts). Reviewing the 2016 top 10 results confirms mostly cars with advanced aero devices (wings and spoilers). We need to adjust penalty points for this clear performance advantage.

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This is quite possibly the most convoluted proposal I've ever seen. I don't believe it's necessary and I'm not sure this would even come into play for most of the drivers in Zone 8. There is a finite amount of downforce that is beneficial to most cars. More downforce equals more grip, but lower straightaway

speeds. Conversely, lower downforce equals greater straightaway speeds and less grip. Without the additional horsepower to move the car, massive amounts of downforce are detrimental. This rule would require way too much time to figure as well as a diagram indicating all 11 (or so?) of the possible point configurations. For example. I have a non-stock front bumper without an extended splitter and a 50 inch wing that is no higher than the top of the car and does not extend past the body work. I think I'm at 20 points, but I'm not sure.

Driving Events Proposal #5 – Moving 2009-2012 987s w/ PDK to SS03

Current Rule:

II DRIVING EVENT CLASSES

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C. Classes are defined as follows:
Street Stock classes:

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SS02: 986 Boxster S (2000-2004)
987 Boxster (2005-2012)
987 Cayman (2006-2012)
993 911 Carrera (inc. S, 4S) (1995-1998)

SS03: 964 911 Turbo (1991-1994)
996 Carrera (inc. C4S) (1999-2005)

Proposed Rule:

II DRIVING EVENT CLASSES

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C. Classes are defined as follows:
Street Stock classes:

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SS02: 986 Boxster S (2000-2004)
987 Boxster (2005-~~*2012*~~***2008***)
987 Boxster (2009-2012) No PDK
987 Cayman (2006-~~*2012*~~***2008***)
987 Cayman (2009-2012) No PDK
993 911 Carrera (inc. S, 4S) (1995-1998)

SS03: 964 911 Turbo (1991-1994)
996 Carrera (inc. C4S) (1999-2005)
987 Boxster (2009-2012) With PDK
987 Cayman (2009-2012) With PDK

Rationale:

A PDK is a definite competitive advantage at any driving event, both for autocross and Time Trials. It gives the driver lightning fast shifts and the ability to downshift or upshift without upsetting the balance of the car prior to, after, or even in a corner, something a driver (even a very experienced driver) cannot do with a manual or Tiptronic. With a PDK, in a slow corner, you can easily downshift from 2nd to 1st, maintaining higher power and torque and upshift while existing the corner as you approach redline, or it even automatically upshifts for you. This allows the driver to maintain a more desirable RPM in the power/torque curve of the car. A PDK equipped car can also include Sport Plus mode which also increases performance even further over a non PDK car

In CC classes having a PDK costs 15 points, so it has already been determined that a PDK does increase performance significantly. If we look at the base points of the 09-12 987 it is 378 for the Boxster and 394 for the Cayman. Adding PDK points would give you 393 and 409 respectively which would put the 987 Boxster above 3 cars in SS03 and the 987 Cayman in the middle of all SS03 cars. If you were doing CC points, both the 987 Boxster and Cayman with the factory tires would be near the top of CC06 and the rest of the SS02 cars near the bottom of CC06. If you just went to 140-200TW tires, they would go into CC07.

As in a SS class, you are limited to ONLY factory options that were available in your model group, you could not order a 986 or even a pre 2009 987 with a PDK, so it makes for a very uneven playing field. Other options such as tire or wheel choice, or even a M030 Sport suspension could have been from the factory or added after delivery. So that simply becomes the owner's choice if they want that option that could potentially increase performance. It is an even playing field as those options are available to anyone on any car in SS02. The PDK, however creates a situation where no matter if you were willing to pay for it, you simply could not add it in at all. Even if somehow you could fit a PDK to a 986 or pre 2008 987, it would not be allowed under SS class rules as it was not a factory option

If you look at the timed results from SS02 for the last several years, in virtually every case, if there was a 09-12 987 with a PDK, they are 2-3 seconds faster than all the other SS02 cars. Sure, some of that is driver, but regardless of the driver, cars with a PDK are faster and more in the performance range of SS03 cars

Yes there is an argument that if you really want to be competitive go to CC classes, but that is grossly unfair to those that do not want to invest $$$ to build a CC car and simply want to keep their car basically stock, yet want to be competitive in AX and TT. You should be able to be competitive in your SS class. Adjusting a class for a PDK equipped car is no different than having a turbo being in a higher class than a NA version of the same car

Comments:

I disagree with this proposal. The hype over PDK performance has been greatly exaggerated. They do shift quickly and reduce driver workload but they are heavy… very heavy. 50-70 lbs heavier than a 6spd in the same model car because they are carrying around 2 gearboxes. This means faster in a drag

race through all the gears but significantly slower in all the corners. In AX you might get 2-3 quick shifts but pay a weight penalty in every corner through the rest of the course. Most TT courses are pretty technical and the weight penalty adds up during the lap. The clear advantage for both PDK and high HP cars is the Fontana Roval where they can truly stretch their legs and demonstrate a lap time benefit. In my own experience driving both, I believe I would often be faster in the 6spd due to higher potential cornering speeds in the lighter car. Our own Z8 results throughout 2016 demonstrate that the PDK car is not the Giant-Killer it is made out to be in the promo ads. By and large, nearly all top SS class finishers are in a standard 6 speed, not PDK cars. This rule does not make AX or TT competition more fair.

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As written, this rule is not comprehensive. Someone must be getting beat by a PDK in their class because they didn't do the work to make this a comprehensive rule. Specifically, SS04 includes cars that didn't have an option for PDK and other cars that did have the option for PDK. The CC classes are designed to manage points. This feels like a points management process in disguise.

Additionally, this proposal doesn't take PTV into account. Shouldn't the rule, if proposed, take all factory performance options across all classes into account? That's the purpose of CC, not SS. Please reject.

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I agree with this proposal. PDK is a definite advantage.

Driving Events Proposal #6 – Changing Points Assessment for Bridgestone RE-71R Tires

Current Rule:

III ASSESSMENT OF POINTS

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PERFORMANCE EQUIPMENT POINTS

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B. Soft compound high performance tires (DOT Street legal) with a

DOT tread wear rating of 140-200	20
DOT tread wear rating of 50-139	40
DOT tread wear rating of 1-49	80
DOT tread wear rating of 0 or Unrated	120

Proposed Rule:

III ASSESSMENT OF POINTS

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PERFORMANCE EQUIPMENT POINTS

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B. Soft compound high performance tires (DOT Street legal) with a

DOT tread wear rating of 140-200	20
Bridgestone RE-71R tires	***40***
DOT tread wear rating of 50-139	40
DOT tread wear rating of 1-49	80
DOT tread wear rating of 0 or Unrated	120

Rationale:

The performance of Bridgestone RE-71R tires is well documented to be in the 100 TW range of tires, like RA-1's and NT-01's. They have become known as "cheater tires" due to the performance advantage, and if your particular wheel size combo doesn't have RE-71's available for it, you are unfairly prevented of obtaining an equal performance level against those that do. There is and has been much discussion on the PCASDR forum regarding the advantage of these tires and how 20 points does not properly account for their performance. Running NT-01's at a 20pt disadvantage against equally performing RE-71's is unfair.

Comments:

I have been running RE-71r tires on my 2007 Cayman S for autocross this past year. Prior to that, I was running NT-01s. While I do think the RE-71s are gripper than advertised, they do not perform as well as NT-01s. Last month I entered a Corvette AX where my Porsche ran in their open class. For kicks, I put the nearly worn out NT-01s on the car, and they performed significantly better than the RE-71s. To arbitrarily just give a new rating to any tire, because we think it so, is also equally unfair.

~0~

Disagree. Chasing the constantly moving TW ratings by manufacturer is a never ending battle. We've covered this ground with every hot new tire that's come out over the years. This is one that I don't care about too much due to the points, but if we do it for this tire, are we really prepared to have a comprehensive and continually updated list of the various tires and point them out individually based upon the previous year's performance? If they get bumped up 20 points, there will be another 200 treadwear tire to take its place next year, which will then be bumped up and so on.

Driving Events Proposal #7 – Elimination of All SS Classes

Current Rule:

II DRIVING EVENT CLASSES

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C. Classes are defined as follows:

Street Stock classes:

SS01:
964 911 Carrera 2/4 (1989-1994)
964 RS America (1993-1994)
968 (1992-1995)
986 Boxster (1997-2004)

SS02:
986 Boxster S (2000-2004)
987 Boxster (2005-2012)
987 Cayman (2006-2012)
993 911 Carrera (inc. S, 4S) (1995-1998)

SS03:
964 911 Turbo (1991-1994)
996 Carrera (inc. C4S) (1999-2005)

SS04:
987 Boxster S (2005-2012)
987 Cayman S (2006-2012)
981 Boxster (2013-)
981 Cayman (2013-)

SS05:
997 Carrera (2005-2011)
997 Carrera S/4S (2005-2008)

SS06:
987 Boxster Spyder (2010-2012)
987 Cayman R (2011-2012)
981 Boxster S/GTS (2013-)
981 Cayman S/GTS (2013-)
997 Carrera S/4S (2009-2011)
991 911 Carrera/4/Targa (2012-)

SS07:
993 911 Turbo & Turbo S (1995-1998)
996 Turbo (1999-2005)
996 GT3 (2004-2005)
997 Carrera GTS/Speedster (2011)
991 911 Carrera S/4S/Targa S/Targa 4S (2012-)
991 911 Targa 4 GTS (2016-)
981 Boxster Spyder (2016-)

SS08:
996 GT2 (2001-2005)
997 Turbo (2006-2012)
997 GT3 (2007-2011)
997 GT3 RS (2007-2008)
991 911 50th Anniv (2014-2015)
991 Carrera GTS/4GTS (2015-)
991 Turbo (2014-)
981 Cayman GT4 (2016-)

SS09:
997 GT2 (2008-2010)
997 GT2 RS (2011)
997 GT3 RS (2010-2011)
997 GT3 RS 4.0 (2011)
991 GT3 (2014-)
991 GT3 RS (2016-)
991 Turbo S (2014-)
Carrera GT

	918 Spyder
SS10:	Cayenne (all) Panamera (all) Macan (all)

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D. Class definitions are as follows:

1. STREET STOCK CLASSES

Placement in these classes is based upon your car year and model. Vehicles not shown here are not eligible for Street Stock.

The purpose of these classes is to provide a place for cars to participate "as delivered", without need or reason for modification. The car must be registered for street use. Safety and/or reliability modifications are allowed provided they do not provide any performance advantage over a stock vehicle (subject to Tech or Event Chair review).

The following are specifically allowed:
a) Any US Spec factory original equipment, whether stock or optional, for that model and year of car. Factory options (not aftermarket products, except wheels) may be installed after delivery of the vehicle only if they were originally available for that year and model.
b) Aftermarket or different factory wheels except as prohibited in paragraph o., below. Section XIII Part K requires that the tire must be covered by the fender.

The following modifications are specifically not allowed:
a) Any aftermarket enhancement listed in Section III that is not mentioned in the above list of allowed modifications.
b) Tire tread wear ratings less than 140 or less than the OEM tire tread wear for that model and year of car, whichever is lower.
c) Any tire that is not street legal
d) Modification or removal of catalytic converter or aftermarket replacement of original mufflers
e) Modification or replacement of factory airbox, air intake system or filter to increase flow
f) Headers or aftermarket exhaust
g) Aftermarket mass airflow kits
h) DME chips, ECU flashing or other engine management reprogramming
i) Modifications that require 100+ octane fuel
j) Lightweight flywheels
k) Enlarging fenders beyond factory dimensions.
l) Reduction of weight by removal or swapping out of any stock components (with the exception wheels and tires as outlined above). However, loose items such as the spare tire, tools, jack, manual, floor mats, and detachable targa roof (AX only -- roof must be in place for DE/TT) may be removed.
m) Any other aftermarket performance enhancement
n) Any non-US Spec factory equipment (e.g. "ROW" suspension components or Euro-spec engines, if different from US-spec).
o) Installation of factory or aftermarket front wheels with a width greater than the widest front wheels available from the factory for that model range, and rear wheels with a width greater than the widest rear wheels available from the factory for that model range; any increase in track (front or rear) greater than 14mm over stock.
p) Installation of tires with a section width more than 20mm wider than the largest tire available from the factory for that model range.

Proposed Rule:

II DRIVING EVENT CLASSES

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C. Classes are defined as follows:

~~*Street Stock classes:*~~
~~*SS01: 964 911 Carrera 2/4 (1989-1994)*~~
~~*964 RS America (1993-1994)*~~

~~968 (1992-1995)~~
~~986 Boxster (1997-2004)~~

~~SS02: 986 Boxster S (2000-2004)~~
~~987 Boxster (2005-2012)~~
~~987 Cayman (2006-2012)~~
~~993 911 Carrera (inc. S, 4S) (1995-1998)~~

~~SS03: 964 911 Turbo (1991-1994)~~
~~996 Carrera (inc. C4S) (1999-2005)~~

~~SS04: 987 Boxster S (2005-2012)~~
~~987 Cayman S (2006-2012)~~
~~981 Boxster (2013-)~~
~~981 Cayman (2013-)~~

~~SS05: 997 Carrera (2005-2011)~~
~~997 Carrera S/4S (2005-2008)~~

~~SS06: 987 Boxster Spyder (2010-2012)~~
~~987 Cayman R (2011-2012)~~
~~981 Boxster S/GTS (2013-)~~
~~981 Cayman S/GTS (2013-)~~
~~997 Carrera S/4S (2009-2011)~~
~~991 911 Carrera/4/Targa (2012-)~~

~~SS07: 993 911 Turbo & Turbo S (1995-1998)~~
~~996 Turbo (1999-2005)~~
~~996 GT3 (2004-2005)~~
~~997 Carrera GTS/Speedster (2011)~~
~~991 911 Carrera S/4S/Targa S/Targa 4S (2012-)~~
~~991 911 Targa 4 GTS (2016-)~~
~~981 Boxster Spyder (2016-)~~

~~SS08: 996 GT2 (2001-2005)~~
~~997 Turbo (2006-2012)~~
~~997 GT3 (2007-2011)~~
~~997 GT3 RS (2007-2008)~~
~~991 911 50th Anniv (2014-2015)~~
~~991 Carrera GTS/4GTS (2015-)~~
~~991 Turbo (2014-)~~
~~981 Cayman GT4 (2016-)~~

~~SS09: 997 GT2 (2008-2010)~~
~~997 GT2 RS (2011)~~
~~997 GT3 RS (2010-2011)~~
~~997 GT3 RS 4.0 (2011)~~
~~991 GT3 (2014-)~~
~~991 GT3 RS (2016-)~~
~~991 Turbo S (2014-)~~
~~Carrera GT~~
~~918 Spyder~~

~~SS10: Cayenne (all)~~
~~Panamera (all)~~
~~Macan (all)~~

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D. Class definitions are as follows:

~~1. STREET STOCK CLASSES~~

~~Placement in these classes is based upon your car year and model. Vehicles not shown here are not eligible for Street Stock.~~

~~*The purpose of these classes is to provide a place for cars to participate "as delivered", without need or reason for modification. The car must be registered for street use. Safety and/or reliability modifications are allowed provided they do not provide any performance advantage over a stock vehicle (subject to Tech or Event Chair review).*~~

~~*The following are specifically allowed:*~~
~~*a) Any US Spec factory original equipment, whether stock or optional, for that model and year of car. Factory options (not aftermarket products, except wheels) may be installed after delivery of the vehicle only if they were originally available for that year and model.*~~
~~*b) Aftermarket or different factory wheels except as prohibited in paragraph o., below. Section XIII Part K requires that the tire must be covered by the fender.*~~

~~*The following modifications are specifically not allowed:*~~
~~*a) Any aftermarket enhancement listed in Section III that is not mentioned in the above list of allowed modifications.*~~
~~*b) Tire tread wear ratings less than 140 or less than the OEM tire tread wear for that model and year of car, whichever is lower.*~~
~~*c) Any tire that is not street legal*~~
~~*d) Modification or removal of catalytic converter or aftermarket replacement of original mufflers*~~
~~*e) Modification or replacement of factory airbox, air intake system or filter to increase flow*~~
~~*f) Headers or aftermarket exhaust*~~
~~*g) Aftermarket mass airflow kits*~~
~~*h) DME chips, ECU flashing or other engine management reprogramming*~~
~~*i) Modifications that require 100+ octane fuel*~~
~~*j) Lightweight flywheels*~~
~~*k) Enlarging fenders beyond factory dimensions.*~~
~~*l) Reduction of weight by removal or swapping out of any stock components (with the exception wheels and tires as outlined above). However, loose items such as the spare tire, tools, jack, manual, floor mats, and detachable targa roof (AX only – roof must be in place for DE/TT) may be removed.*~~
~~*m) Any other aftermarket performance enhancement*~~
~~*n) Any non-US Spec factory equipment (e.g. "ROW" suspension components or Euro-spec engines, if different from US-spec).*~~
~~*o) Installation of factory or aftermarket front wheels with a width greater than the widest front wheels available from the factory for that model range, and rear wheels with a width greater than the widest rear wheels available from the factory for that model range; any increase in track (front or rear) greater than 14mm over stock.*~~
~~*p) Installation of tires with a section width more than 20mm wider than the largest tire available from the factory for that model range.*~~

Rationale:

SS Classes are past the benefit of the original intent of being "as delivered" and simple to implement. Street Stock Classes should be removed completely from the Zone 8 rules. I believe we are past the benefit of the SS class as it was originally intended due to the current rules variables. Let's have one set of classes and deal with one set of rules.

- Modifications are allowed and therefore cars are not "as delivered". If the purpose is "as delivered," then changing anything on the car to gain a performance advantage goes against the purpose of the class.
- Not all cars are allowed in SS class. Cars older than 1989 must be a CC car.
- The zone 8 website allows for easy CC points calculating and is required to compete in an event. Manually calculating points, as in the past, is not required and no longer a barrier for newer drivers.

- SS classes should not be manage to a level of rules details which includes specific tires and factory performance options. *[Editor's note: Not currently in the rules, but contained in some other proposals]*

Comments:

Concours

Concours Proposal #1 – No Shortening of Judging Time

Current Rule:

IV JUDGING

E. For each division other than Wash & Shine, each component of the car will typically be judged for five (5) minutes. A shorter time period may be used, so long as it is announced to all judges and contestants by the event chairperson or head judge prior to the start of judging. For the exterior component, 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 components 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.

Proposed Rule:

IV JUDGING

E. For each division other than Wash & Shine, each component of the car will ~~*typically*~~ be judged for five (5) minutes. ~~*A shorter time period may be used, so long as it is announced to all judges and contestants by the event chairperson or head judge prior to the start of judging.*~~ For the exterior component, 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 components 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.

Rationale:

This rule in its current form has the potential to cause much divisiveness and controversy. The offending provision is intended to allow judging teams to move more quickly when dealing with large numbers of cars by allowing event organizers at individual events to modify the judging procedure by reducing the judging time below the five minutes specified in the rules. The proposed rule change would eliminate this provision.

Such modifications to procedure make little difference at an individual event, because within that event the procedures are uniform across the field. However, the modification of procedure at an individual event in the Zone 8 series which this rule allows can disrupt the process of determining the winners

of year end division trophies, as occurred in 2015. The division year-end winner is the entrant who has the best four scores for the year and has satisfied other eligibility requirements for a year-end award. Those competing for a year-end award need not have attended all of the same events. The underlying assumption is that judging from one event to another is uniform, so that raw scores can be compared from one event to another. The Zone exerts considerable effort to promote consistent judging, by providing a Manual for Concours Judges and holding judging schools each year, but if the procedures vary from one event to another, judging uniformity cannot be assumed. It should be evident that, all other things being equal, a car judged for a shorter period of time is likely to obtain a higher score than one subjected to longer scrutiny. As an example, in the case of reducing the judging time from five minutes to four, the car judged for four minutes has a 20% advantage over the other car or, expressed differently, a 20% lower probability that a given flaw will be found by a judge. Allowing for such deviations incorporates the potential for unfairness into the concours rules, violating the fundamental principles expressed in the general rules: "The Zone 8 Rules committee espouses . . . fairness to entrants." (General Rule II Guiding Principles) These principles form the boundaries within which all of the more specific rules written for each type of competition must lie.

The potential for such a problem might be offset if the rule also provided a great benefit, but this is not the case. The mechanics of judging dictate that the actual span of time during which judging occurs is six minutes, plus the pause during which the entrant opens doors, deck lids and various covers and perhaps takes out the spare tire or toolkit. But additional time is unavoidably consumed by activities such as making introductions, handing out forms and discussing deductions. In the process of participating in judging at a substantial percentage of the events held over the last decade or so in the Zone, I have had the opportunity to measure total times for judging. In my experience, under optimum conditions the total time required to judge a car is not less than about 12 minutes, and this is achievable only when all of the cars assigned to a specific judging team are lined up next to each other, every entrant is readily available when the team shows up at his or her car and no time is lost on things such as completing paperwork which should have been filled out in advance. More often, time is wasted looking for cars and for entrants who are not waiting with their cars. Sometimes delays are unavoidable because entrants are also working elsewhere as judges. So under the best of circumstances eliminating a minute from the judging time only shaves eight percent off the total judging time, and usually the percentage of time saved would be significantly lower. This benefit is certainly not enough to justify the risk of controversy such as occurred last year.

Comments:

Concours Proposal #2 – Unrestored Stock to be Judged as "Unrestored" in All Areas

Current Rule:

III CAR CLASSIFICATION

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C. UNRESTORED STOCK DIVISION

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Unrestored Stock entries are Porsches, a minimum 10 model years old, (current model year minus 10 years, Y-10), 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.

Proposed Rule:

III CAR CLASSIFICATION

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C. UNRESTORED STOCK DIVISION

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Unrestored Stock entries are Porsches, a minimum 10 model years old, (current model year minus 10 years, Y-10), 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.

The intent and application of "Unrestored" shall apply to all judged categories in this division.

Rationale:

Significant alteration to body, cosmetics, and mechanicals are not consistent with the intention of the Unrestored Division. "Unrestored" should apply to ALL areas of a car, including engine performance modifications. In the past, mechanical modifications moved the car to Special Category. This has been inconsistently applied. It is my opinion that "UNRESTORED" is reflected, and is consistent, in all areas within that division.

Comments:

Concours Proposal #3 – Change Unrestored Stock Age Limit

Current Rule:

III CAR CLASSIFICATION

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C. UNRESTORED STOCK DIVISION

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Unrestored Stock entries are Porsches, a minimum 10 model years old, (current model year minus 10 years, Y-10), 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.

Proposed Rule:

III CAR CLASSIFICATION

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C. UNRESTORED STOCK DIVISION

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Unrestored Stock entries are Porsches, a minimum ~~***10***~~***15*** model years old, (current model year minus ~~***10***~~***15*** years, Y-~~***10***~~***15***), 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.

Rationale:

There is a significant differences between construction of early and late model cars competing in the Unrestored division. Older model cars have many more areas of metal to rubber to metal or glass, and many more nooks and crannies for dirt and debris than the sleek design of later model cars. Also, the significant difference in the amount of rubber moldings and bright metal on older models is a distinct disadvantage.

Comments: