

## 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](mailto:ruleproposals@zone8.org)

After this review period ends on August 31, 2016, the Z8 rules committee will deliberate and determine which proposals to move forward with. The second review and comment period will begin around September 15, 2016.

AX, TT & DE .....	2
Driving Events Proposal #1 – Changing Street Stock Classes to SHOWROOM STOCK [This Proposal has been Changed by the Submitter].....	2
Driving Events Proposal #2 – Points for Use of Stability Control Feature .....	6
Driving Events Proposal #3 – AX Points for Use of Launch Control Feature .....	8
Driving Events Proposal #4 – Points for Aftermarket Aero Mods .....	10
Driving Events Proposal #5 – Moving 2009-2012 987s w/ PDK to SS03 .....	13
Driving Events Proposal #6 – Changing Points Assessment for Bridgestone RE-71R Tires .....	16
Driving Events Proposal #7 – Elimination of All SS Classes .....	18
Driving Events Proposal #8 – Change to SS Classes Wheel and Tire Restrictions .....	24
Driving Events Proposal #9 – Add SS classes for Cars Older than 1989 .....	27
Driving Events Proposal #10 – Changing Points Assessment for Several 200TW Tires .....	28
Concours .....	30
Concours Proposal #1 – No Shortening of Judging Time .....	30
Concours Proposal #2 – Unrestored Stock to be Judged as “Unrestored” in All Areas [This Proposal has been Modified by the Submitter] .....	32
Concours Proposal #3 – Change Unrestored Stock Age Limit.....	34

# AX, TT & DE

## ***Driving Events Proposal #1 – Changing Street Stock Classes to SHOWROOM STOCK [This Proposal has been Changed by the Submitter]***

Current Rule:

### II DRIVING EVENT CLASSES

.  
. .  
.

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

.  
.  
.

D. Class definitions are as follows:

1. **STREET SHOWROOM** 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.~~  
**Tires mark as " N-spec" with a tread wear 140 or higher OR tires not mark as "N-spec" with a trend wear rating of 240 or higher with the factory size " width, aspect ratio and rim size" for the year and model of Porsche. Refer to owners manual for factory options of rims and tires.**

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. Any factory wheels that was not an option for year and model of Porsche, rim width and diameter not matching factory option wheels for front and rear respectively. No aftermarket wheels.~~
- 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:

This rule change request is to meet the TRUE meaning of showroom stock. Buy your Porsche on Friday and race on Sunday! And be competitive! The rule request gets us closer to Parade Competition Rules that only allow tread wear 180 and above. I'm setting the low tread wear to 140 if the car was equipped with 140. Also allowing the use of aftermarket tires with a tread wear of 240 or higher giving the performance advantage to N-spec tires but still allowing "non-modified" Porsche's to run in SS classes other than CC classes knowing of the disadvantage of the tires.

Why did I pick 240 or higher for aftermarket tires? SCCA showroom stock class has a tread wear of 200 or higher which has sparked a tire war with the tire manufacturers, "whose got the better race tire?" Which has made the 200 much sticker than in the past, some can say that they are sticker than factory tires.

Other changes are to remove aftermarket wheels and remove the 20mm wider tires. Plus clearly define rim sizes. Only factory rim size for the year and model. I have seen a competitor in SS class run his car that came from the factory

with 20" rims but is running 18" rims. The advantage is with shorter rims you change the overall gear ratio giving you an advantage with a quicker response.

Comments:

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

Current Rule:

- None -

Proposed Rule:

III ASSESSMENT OF POINTS

.  
. .  
. .  
. .  
. .  
. .

PERFORMANCE EQUIPMENT POINTS

***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 it 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

~0~

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.

~0~

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.

~0~

There is no method to monitor this proposal as written.

~0~

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

PERFORMANCE EQUIPMENT POINTS

***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?

~0~

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.



~0~

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.

~0~

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

#### PERFORMANCE EQUIPMENT POINTS

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

#### PERFORMANCE EQUIPMENT POINTS

Y. <del>Non-stock wing, and/or front lip and/or spoiler</del>	
Factory (within model series) <b>front lip/or spoiler and wing</b>	<del>10-5</del>
<del>Other factory or aftermarket</del>	<del>20</del>

**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 much 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.

~0~

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.

~0~

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.

~0~

I feel the proposal is a negative thing and unfair to older cars that have been engine converted. My logic is from a safety aspect.

The minimum logic for most aero mods is to create a car that is stable to drive at the various track speeds we can encounter. This means most aero mods are based on a safety aspect as compared to a performance gain aspect. For example, those who have done engine conversions to a 3.6 liter motor on an older car should at a minimum be able to configure the aero to some level of configuration that allows a safe car at least.

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

Current Rule:

### II DRIVING EVENT CLASSES

.  
.  
.

C. Classes are defined as follows:

Street Stock classes:

.  
.  
.

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

.  
.  
.

C. Classes are defined as follows:

Street Stock classes:

.  
.  
.

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.

~0~

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.

~0~

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

.  
.  
.  
.  
.  
.

#### PERFORMANCE EQUIPMENT POINTS

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

.  
.  
.  
.  
.  
.

#### PERFORMANCE EQUIPMENT POINTS

B. Soft compound high performance tires (DOT Street legal) with a	
DOT tread wear rating of 140-200	20
<b><i>Bridgestone RE-71R tires</i></b>	<b>40</b>
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.

~0~

This would become an endless excursive every year trying to determine what the new hot tire is and its effect.

Tires are a very even playing field as they are equally available to everyone

~0~

Every few years one manufacturer makes a tire that steps of the level of performance for that type of tire. Within a year or so, others catch up or pass that tire. Trying to keep up with this moving target is impossible.

## ***Driving Events Proposal #7 – Elimination of All SS Classes***

### Current Rule:

#### II DRIVING EVENT CLASSES

.  
.  
.

#### 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)

.  
.  
.

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

.  
.  
.

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)~~

.

.

.

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/FF) 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:

Getting rid of SS classes would be detrimental to the club and further emphasize elitism.

Why is there a problem with people running in stock class? Why force people to make sometimes very costly modifications to their car simply because they enjoy being competitive? Is there really some compelling reason to eliminate SS classes other than simply having less classes?

While there may be a majority of cars in CC, a very significant percentage of cars are in stock and if we polled those drivers, I would expect the vast majority do not want to be forced into CC

If we look at the combined number of cars in all of the classes, SS, CC and X for 2015 and 2016 YTD, there are 1504 total cars driven in all of the SDR AX events. 576 in SS, 766 in CC and 162 in X. in percentages that comes out to 38% SS, 51% CC and 11% X

Having SS classes gives more opportunity to drivers to get some recognition driving against similar cars. While there would be some exceptions, most drivers currently in SS if in their cars CC class would not be.

~0~

I agree with this proposal to eliminate SS classes from Zone 8 championship competition.

-With 10 SS classes the performance spread is too granular to be very useful in competition with wide differences in car performance on different tracks and AX courses.

- Lack of participation at TT events. In 2014 there were no SS class competitors in the hunt for a series trophy. In 2015 there was one car in the hunt for a trophy. In 2016 there are only 2 SS class competitors in the hunt for a series trophy. Low participation is a vote by the membership that SS classes don't make sense in TT competition. The few competitors are only competing against themselves. (see SDR archived results)

- Lots of competitor angst and rule scrambling among SS class drivers because there is a "better car" in their class at AX. SS classes are very big sandboxes for casual drivers to play in for fun, with cars of widely varying performance potential. This is not an ideal place for a highly competitive

driver to challenge for a season championship trophy. SS competition classes cause more problems than they solve.

~0~

I think we should keep SS classes because there are people who want to run in them. That should be reason enough in my book.

~0~

I think SS is a good idea so a car can be driven off the showroom floor and taken to and AX. But it should be 100% stock with stock sized tires and 140TW or more unless originally equipped otherwise.

## ***Driving Events Proposal #8 – Change to SS Classes Wheel and Tire Restrictions***

Current Rule:

### II DRIVING EVENT CLASSES

.  
.  
.

D. Class definitions are as follows:

#### 1. STREET STOCK CLASSES

.  
.  
.

The following modifications are specifically not allowed:

.  
.  
.

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

.  
.  
.

D. Class definitions are as follows:

#### 1. STREET STOCK CLASSES

.  
.  
.

The following modifications are specifically not allowed:

.  
.  
.

o) Installation of factory or aftermarket front **and rear** wheels with **a-width greater dimensions other** than ~~the widest front wheels those~~ 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~~ **available from the factory for that model range.**

p) Installation of tires with ~~a section width more than 20mm wider than the largest tire~~ **dimensions other than those** available from the factory for that model range.

Rationale:

There has been a lot of discussion about how SS don't really apply anymore as they allow too much modification to be done to a car and therefore are missing the original point of running a car "as delivered".

There has also been discussion that we have drifted too far from the genesis of the SS classes, which were the Parade SS classes, as outlined in the national Parade Competition Rules.

From my quick read of the two rule sets, I see the following significant differences:

- 1) We allow aftermarket wheels, as long as they are no bigger than an OEM wheel available for the model (which therefore should make no improvement in performance, though I suppose we could argue about weight differences).
- 2) We allow tire width to be up to 20 mm wider than available from the factory.
- 3) We allow track to be up to 14 mm wider than factory.
- 4) We DON'T force drivers to buy new tires when the stock tread wear rating is less than 180. The Parade rules do.

I would disagree strongly with changing number 4 as I really think the PCRs are wrong here. The point of these classes (in my mind) is to NOT force people to buy special things. If OEM tires create a problem the solution is in the class organization, not in banning OEM tires (put similarly performing cars together, differently performing cars in separate classes).

As for number 1, I'm not sure this really matters at all because we limit the sizes to original factory sizes. Again, if it's the same size, does it matter if it is OEM or aftermarket? (I know, we can argue about weight differences...) So if we have truly strayed from the intent of these classes, it must be in items 2 & 3, right? So my proposal is to eliminate these differences and bring us in line with Parade Rules, by limiting these sizes to what was available on the car from the factory.

Now for all those arguing that SS is too complicated, I'm not sure what the heck they are talking about as it's a list of things you CANNOT do! What's so complicated about NOT doing things?

## Comments:

I think SS is a good idea so a car can be driven off the showroom floor and taken to and AX. But it should be 100% stock with stock sized tires and 140TW or more unless originally equipped otherwise.

***Driving Events Proposal #9 – Add SS classes for Cars Older than 1989***

Current Rule:

II DRIVING EVENT CLASSES

.  
.  
.

C. Classes are defined as follows:

Street Stock classes:

.  
.  
.

Proposed Rule:

II DRIVING EVENT CLASSES

.  
.  
.

C. Classes are defined as follows:

Street Stock classes:

.  
.  
.

***SSV1: Vintage Porsches (1948-1977)***

***SSV2: Vintage Porsches (1978-1989) that are not already covered elsewhere in the SS classes***

Rationale:

SS classes exist for almost all cars 1989 and newer. We occasionally get complaints/requests that older cars cannot run in SS classes. For 2016 the national Parade rules added the above classes, allowing older cars to run in SS at the Parade. This proposal brings this innovation to Z8 events as well.

## ***Driving Events Proposal #10 – Changing Points Assessment for Several 200TW Tires***

Current Rule:

### III ASSESSMENT OF POINTS

#### PERFORMANCE EQUIPMENT POINTS

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

#### PERFORMANCE EQUIPMENT POINTS

B. Soft compound high performance tires (DOT Street legal) with a	
DOT tread wear rating of 140-200	20
<b><i>Bridgestone RE-71R, Kumho V720, BFG Rival S, Dunlop Direzza ZII Star tires</i></b>	<b>40</b>
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 tires designed for the 200 TW requirements of SCCA including the 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 them 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 tires 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.

~0~

This would become an endless excursive every year trying to determine what the new hot tire is and its effect.

Tires are a very even playing field as they are equally available to everyone

~0~

Every few years one manufacturer makes a tire that steps of the level of performance for that type of tire. Within a year or so, others catch up or pass that tire. Trying to keep up with this moving target is impossible.

## 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 [This Proposal has been Modified by the Submitter]**

Current Rule:

III CAR CLASSIFICATION

.

.

.

C. UNRESTORED STOCK DIVISION

.

.

.

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

.

.

.

C. UNRESTORED STOCK DIVISION

.

.

.

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” and “Stock” shall apply to all judged categories **areas** 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:

This rule change is intended to clarify the intent behind the Unrestored Stock division. The full title of the division includes the word Stock in addition to Unrestored, and that the division is intended for cars that have survived for a significant period of time both without restoration and without modification. I am in favor of any proposal which clarifies, as this one does, the intent behind the rules.

## **Concours Proposal #3 – Change Unrestored Stock Age Limit**

Current Rule:

### III CAR CLASSIFICATION

.  
.

#### C. UNRESTORED STOCK DIVISION

.  
.

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

.  
.

#### C. UNRESTORED STOCK DIVISION

.  
.

Unrestored Stock entries are Porsches, a minimum **1015** model years old, (current model year minus **1015** years, Y-**1015**), 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: