

2017 Rule Change Proposals for 2018 Implementation

The proposals presented here are those that have made it through two rounds of review and were submitted to the Zone’s regional presidents for approval. **The status shown reflects the vote of the region presidents at the December 3rd president’s meeting.** Please send any questions or requests for clarification to the Zone 8 Rules Coordinator Russell Shon at ruleproposals@zone8.org

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AX, TT & DE

Driving Events Proposal #1 – Extreme Rain Option of Windows Fully Closed for Driving Events - APPROVED

Executive Summary:

In the event of extreme rain, this change would allow event organizers to allow a cars windows to be fully up. This change also clarifies that in these cases windows must be fully up, and at all other times, fully down.

Description of Issue or Problem:

It is generally accepted in other sanctioning bodies (PCA PCR's for example) that doing driving events with the windows fully up is acceptable. However the Zone 8 Rules do not allow this. The driver may prefer up on rainy days, hot days (a/c) or cold days (heat), or for purposes of dust or noise reduction. The real concern should be with partially open windows, because glass is strong enough to sever a trapped appendage before it shatters in an accident situation.

Proposed Solution:

Change the Safety rules to allow fully up or fully down windows in driving events.

MODIFIED WORDING for proposed rule change:

"XIII VEHICLE AND DRIVER SAFETY EQUIPMENT

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N. Doors must remain unlocked and *the* driver's window must be fully open ~~(down)~~. If an instructor or student is in the car, both door windows must be fully open ~~(down)~~. *In cases of extreme rain, the Event Chairperson may declare and announce that windows may be fully closed. Partially open windows are never allowed. For Time Trials and DEs the Chairperson shall prescribe procedures for point-bys that insure that passes are accomplished safely. Drivers are advised that emergency extrication from a vehicle with closed windows may require breaking one or more windows and could delay rescue."*

How Proposal Solves the Problem:

This change allows event organizers to allow windows fully up in cases of extreme rain. For Time Trial and DE they must implement safe means of point-bys and passes.

Driving Events Proposal #2 – No Automatic Emergency Braking Systems and other Autonomous Systems in Track Events – ADMINISTRATIVE CHANGE

Executive Summary:

This change would prohibit cars that have Automatic Emergency Braking Systems and/or other Autonomous vehicle control systems from participating in DE or Time Trial events unless those systems can be turned off.

Note: As this change has been dictated by a directive from PCA National, it will automatically be implemented as an administrative change to the rules without requiring a vote from the Region Presidents. Proposal retained for informational purposes only.

Description of Issue or Problem:

Automatic Emergency Braking Systems, Collision Avoidance Systems and Lane Keeping Assistance Systems, etc. may unexpectedly and abruptly slow or stop a car when they encounter situations that would appear to be dangerous in normal street driving situations. If these systems were to kick in whenever a car enters traffic on the track, it might induce behaviors in the car that might surprise both the driver and the drivers of surrounding cars. In the track environment, safety depends on cars being somewhat predictable, and the unexpected changes may induce accidents which otherwise would not occur.

Proposed Solution:

Add additional wording to the rules that Automatic Emergency Braking Systems, Collision Avoidance Systems, Lane Keeping Assistance Systems and similar technologies are not allowed to run in DE or Time Trial events unless the system can be and is turned off.

How Proposal Solves the Problem:

Disabling the systems should avoid the issues, as would disallowing cars where the systems cannot be disabled. It should also be noted that at this point in time, these systems are prohibited by National and therefore we must also disallow them at least or until National reevaluates the situation. This proposal brings our rules into compliance with the current national rules.

CONCOURS

Concours Proposal #1 – Wash & Shine Division Clarification - APPROVED

Executive Summary:

This change clarifies that Wash & Shine Division is not just for beginners, and is not treated differently during judging.

Description of Issue or Problem:

Although Wash & Shine may be the logical place for beginners, they are not to be treated/judged any differently than experienced entrants. This should be stated more clearly. At this time, there is no "novice" division.

Proposed Solution:

Add language that makes it clear that Wash & Shine division is judged in the same manner as all other divisions.

ADDITIONAL WORDING for proposed rule change:

"II DIVISIONS

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

How Proposal Solves the Problem:

This clarification explicitly states that Wash & Shine participants are not to be treated any differently than experienced entrants.

Concours Proposal #2 – New Division Above Ubergang for Newer Cars - APPROVED

Executive Summary:

This change creates a new division above Ubergang (called “Ganz Ubergang”) which provides a place for newer cars to be judged in more areas than in Ubergang.

Description of Issue or Problem:

All ‘newer’ (since 2013) Porsche cars entering into a Z8 Concours can only compete in Wash & Shine or Ubergang Divisions. Some feel this is too limiting and there needs to be a loftier goal for the folks who have shown in W&S or Ubergang.

Ubergang is the only “advanced” division that is growing, as all current production models progress to this from Wash & Shine. Consequently, in some events this may be a bigger division than Street, Full or Unrestored. The advanced judging possibilities are very limited for newer models, compared to older cars.

Proposed Solution:

Add a new division, Ganz Ubergang, using the same classes as Ubergang has:

- GU-1 Boxster
- GU-2 Cayman
- GU-3 911 Carrera (991, 2012-On)
- GU-4 Cayenne
- GU-5 Panamera
- GU-6 Macan

The following areas would be judged:

- Exterior
- Interior
- Storage Compartment
- Chassis Half (without engine)
- Chassis Half (with engine)

The color of the vehicle information sheet/display placard for the new Ganz Ubergang Division shall be Tan.

How Proposal Solves the Problem:

Adding a new division for these cars with more judged areas makes sense. It splits up a potentially big division. This new division gives these entries a place to compete that is a step up from Ubergang. It adds a new place for these entrants to progress to, if they feel the need for a bigger challenge, with more areas judged which allows them a chance to compete at a higher level.

The engine compartment would still not be judged as this compartment is either not meant to be accessed by the owner, or just isn't accessible.

"Ganz" means "total" in German (Total Transition). Perhaps not quite accurate without the engine compartment, but it still sounds cool.

Concours Proposal #3 - Waiver for Vehicle Damaged En Route to Concours - APPROVED

Executive Summary:

This change formalizes the procedure for granting an exception for vehicles damaged enroute or on-site to/at a Concours.

Description of Issue or Problem:

As Zone 8 Concours competition is intended to showcase the care, maintenance, and preparation of Porsche automobiles, as well as to provide a setting in which friendly, welcoming, and open competition can take place, there should be a rule in place to allow those who have experienced damage to their cars on the way to an event, or while participating in an event, to compete. There have been events in the past where exceptions of these types were made, and these exceptions have not prevented the fair judging of entrants nor do they seem to have affected the outcome of end-of-year awards. As the use of these exceptions has worked in the past, there should be an officially documented procedure which prescribes the process for handling such damage exceptions.

Proposed Solution:

Formalize the procedure to request and grant an exception for the area(s) damaged En-Route and/or On-Site from judging deductions.

Proposed New Rule for En Route/On-site Damage, Judging Waiver:

"V Scoring:

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E. Should damage occur to a car en route to or while competing at a Zone 8 Concours event, there may be a one-time-only provision made for that damage in order that the car remain competitive in that event. This allowance may be instituted under the following conditions:

1. The damage is sufficient that it would prevent the car from being competitive in the event, and is caused by a third party or extreme environmental issue, not the owner, his or her agents or representatives, nor mechanical failure or malfunction, excepting tire failure as noted below.

2. The car may still proceed safely to the Concours event under its own power or trailered, as provided for in Section I.B., and is also able to proceed to its display location under its own power per Section I.E.

3. The Event Head Judge must be notified by the affected entrant or a representative on his or her arrival. The deadline for this notification shall be the commencement of the Judges' Meeting, except in the case of damage occurring during the event, in which case the Event Head Judge should be notified immediately.

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

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

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

How Proposal Solves the Problem:

The intent of this rule is to allow those whose cars are damaged through no fault of their own to compete in the event to which they were en route or attending, but not to allow attempts to avoid certain areas of a car being judged. This language formalizes and standardizes this process.