

## 2018 Rule Change Proposals for 2019 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)

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, 2018, there will be a review and comment period until August 31, 2018. After this, the Z8 rules committee will deliberate and determine which proposals to move forward with.

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## **AX, DE, & TT**

### ***Driving Event Proposal #1 – Add CC17 Class for GT3RS with Tire Upgrade***

#### Description of Issue or Problem:

Currently if you classify a 2016 GT3RS with some better tires then the factory stock tires it puts the car into a CC16 class with total points adding up to 1070 (1049 is the cap for CC15 so only 20 points over). This is a stock car purchased at the dealer not a race shop without any engine or performance upgrades other than changing out the tires to a lower tread wear rating. The problem is the 2016 GT3RS is now forced to go against cars that is way out of their league. For example, Rick Levenson car which is also classified as a CC16 car but the car is a full-blown race car built at a race shop that weights 700lbs less then the GT3RS and has 2 turbos total points adding up to 1258 (188 pts over the GT3RS with better tires) which does not feel like a fair playing field. If you look at the total points for the CC16 cars they range in total points as high as 1406 and since cars have really evolved over the last few years I don't think CC16 is a high enough cap class to keep things fair. Currently if the car is a factory race car like a Cup Car or a Club Sport those cars automatically go into X class but some of these CC16 cars actually have more power and weight less than they do.

#### Proposed Solution:

Make a CC17 class with a 75-point variance from CC16 being (1050 - 1124 points).

#### How Proposal Solves the Problem:

This would help to make a more level playing field for these cars. You currently cannot classify a 2018 GT2RS since it is not listed but that is a car I believe would fall under a CC17 class due to the power rating of the car. Also, with all the new and exciting cars coming out over the next few years at your local Porsche dealer Zone8 will stay ahead of the curve with the classes because it is only a matter of time before Porsche makes more cars that from the factory will fall under the CC17 class.

## ***Driving Event Proposal #2 – Points Assessment for Late Model Rear Wheel Steering***

Description of Issue or Problem:

There is currently no points assessment for cars with intelligent rear wheel steering, however this feature is a definite advantage in both AX's and TT's.

Proposed Solution:

Create a 5 point assessment for all late model cars with intelligent rear wheel steering.

How Proposal Solves the Problem:

This change would create a fair points adder for those cars with this advantage.

## ***Driving Event Proposal #3 – Eliminate Cayennes and Macans from the CC Classes***

### Description of Issue or Problem:

A couple of years ago Cayennes, Panameras, and Macans were added to the CC classes base points listings, allowing members to enter modified versions of these cars to compete in Zone AX's and TT's along with other vehicles in CC classes. To date, NO ONE is doing this. The time spent keeping track of the new versions of these cars as they come out is basically a waste of time. As it is, hardly anyone runs in SS10, the stock class for these three vehicle types.

### Proposed Solution:

Eliminate Cayennes and Macans from the CC class listings. Leave the Panameras in, as the PCA Club Racing Rules do allow for these cars to participate if they so choose.

### How Proposal Solves the Problem:

This change would eliminate unnecessary tracking of vehicles which never compete in Z8 AX's and TT's in CC classes; stock versions of these vehicles would still be allowed to compete in SS10.

**NOTE:** Proposals 4a-4d are intended to be considered incrementally, with each built on top of the previous proposal, in the order shown. The wording change submitted by a given proposal is shown in **RED**. The wording changes caused by the preceding proposal(s) are shown in **ORANGE**. They are being submitted incrementally rather than combined into one proposal in order to avoid all-or-none consideration.

## **Driving Event Proposal #4a – Required Issuance of Zone 8 Solo Permit for Solo Qualified Drivers**

### Description of Issue or Problem:

While the Zone has a formal credential for recognizing solo qualified drivers, it is not specifically codified in rules and thus unnecessarily difficult to identify these drivers as they enter events in the various Regions of the Zone.

### Proposed Solution:

Codify the Zone 8 Solo Permit.

*ADDITIONAL WORDING for proposed rule change:*

“VI TIME TRIAL AND DE ENTRANT PROCEDURES

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C. To encourage the learning of the criteria listed in Section VI Part A, entrants will be considered “Novice” until they have completed all of the following:

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Upon completing the Time Trial prerequisites the entrant shall be considered qualified to drive solo. ***As evidence, the entrant shall be issued a Zone 8 Solo Permit, either in paper or electronic form, stored in the records of the granting Region.***”

### How Proposal Solves the Problem:

Pursuant to the Zone 8 rules, Section VI, Part E, the Zone accepts credentials from certain other PCA Zones as well as appropriate non-PCA organizations. It therefore makes sense to reciprocate by having a similar credential that introduces drivers as solo-qualified when signing up for events with various

Regions within Zone 8, within other PCA Zones, as well as outside PCA. While Zone 8 has such a Permit, it is not codified in the current rules implementation, and thus most Regions neither issue them nor have a formal record of qualified solo drivers who meet all of the necessary criteria specified in Section VI, Part A of the rules. Implementing the above rule change will 1) allow for easier recognition of driver qualifications as drivers sign up for events both in and outside of the Zone, and 2) hopefully improve the diligence upon which drivers are deemed qualified to move to the “Experienced” category via the formality of a credential issuance.

## ***Driving Event Proposal #4b – Zone 8 Solo Permit Endorsement for “DE Qualified Only”***

### Description of Issue or Problem:

Zone 8’s special permission from the PCA national office to conduct its unique form of Time Trial event, with live posting of times from all sessions, was granted contingent on maintaining significantly higher standards for entrants than what Driver Education events allow. However, the solo standards in the existing rules do not differentiate between TT and DE qualifications. Thus it is possible to qualify to solo at DE – and thus TT – events and yet not even meet the intended TT entrant standards with respect to prior experience.

### Proposed Solution:

Endorse the Permit with “DE qualified only” unless the driver has met the stricter TT experience standard.

### ADDITIONAL WORDING for proposed rule change:

#### “VI TIME TRIAL AND DE ENTRANT PROCEDURES

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C. To encourage the learning of the criteria listed in Section VI Part A, entrants will be considered “Novice” until they have completed all of the following:

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Upon completing the Time Trial prerequisites the entrant shall be considered qualified to drive solo. ***As evidence, the entrant shall be issued a Zone 8 Solo Permit, either in paper or electronic form, stored in the records of the granting Region. The Permit shall be endorsed with “DE qualified only” unless the driver has met the stricter TT experience standard.***

### How Proposal Solves the Problem:

Right now it is possible to be moved to the “Experienced” category by participating in as little as 4 performance driving days (Section VI, Part C(1)(a)(i)). However, TT participation is not allowed until a “...driver is qualified to solo OR has at least 8 days of total event experience comprised of Autocross, Driving School, or Driver’s Ed events (or the equivalent) within the previous

24 months." While it makes sense that a minimum of 8 performance driving days are required to enter a TT, and the entrant would then be considered a "Novice" or student, it is technically possible for a driver with just 4 DE days to meet the current rules and drive solo at a TT. This both violates the national office's requirement and is unsafe and thus should not be allowed. The proposed endorsement will rectify this issue.

## ***Driving Event Proposal #4c – Zone 8 Solo Permit Endorsement for “Electronic Aides Required”***

### Description of Issue or Problem:

Late model Porsches have extremely sophisticated electronic driving aids that enable even the least experienced driver to pilot the car in a fashion that potentially gives a false sense of driving skill. Combined with the ever increasing horsepower of these cars, this false sense can lead to very dangerous situations if the driver and/or Event Chairperson are unaware of the driver’s true capabilities.

### Proposed Solution:

Endorse the Permit with “Electronic aides required” unless the instructor signed-off DE or Time Trial days used to qualify for the Permit were completed in a vehicle either without electronic aids or by turning off all electronic aids that can possibly be turned off.

### ADDITIONAL WORDING for proposed rule change:

#### “VI TIME TRIAL AND DE ENTRANT PROCEDURES

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C. To encourage the learning of the criteria listed in Section VI Part A, entrants will be considered “Novice” until they have completed all of the following:

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Upon completing the Time Trial prerequisites the entrant shall be considered qualified to drive solo. ***As evidence, the entrant shall be issued a Zone 8 Solo Permit, either in paper or electronic form, stored in the records of the granting Region. The Permit shall be endorsed with “DE qualified only” unless the driver has met the stricter TT experience standard. The Permit shall be endorsed with “Electronic aides required” unless the instructor signed-off DE or Time Trial days used to qualify for the Permit were completed in a vehicle either without electronic driving aids or by turning off all electronic driving aids that can possibly be turned off.”***

### How Proposal Solves the Problem:

Endorsing a driver's Zone 8 Solo Permit with a notation that they have been qualified to drive solo only if electronic aids are in place should enhance safety by avoiding the situation where a driver who has only driven with such aids attempts to drive a car without them. Drivers wishing to remove the endorsement will thus be motivated and required to re-learn performance driving skills from the ground up, which will improve the all-around skill set of those PCA members.

## ***Driving Event Proposal #4d – Drivers Using Electronic Aids Must Place an “N” Across the Rear Window***

Description of Issue or Problem:

Drivers who have only learned performance driving skills in cars with sophisticated electronic driving aids are potentially dangerous should they disengage such aids without formal instruction and retraining.

Proposed Solution:

Require all Novice drivers using electronic aids as well as all Experienced drivers whose Permits have the “Electronic aides required” endorsement to place an “N” across their rear window.

ADDITIONAL WORDING for proposed rule change:

“VI TIME TRIAL AND DE ENTRANT PROCEDURES

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C. To encourage the learning of the criteria listed in Section VI Part A, entrants will be considered “Novice” until they have completed all of the following:

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Upon completing the Time Trial prerequisites the entrant shall be considered qualified to drive solo. ***As evidence, the entrant shall be issued a Zone 8 Solo Permit, either in paper or electronic form, stored in the records of the granting Region. The Permit shall be endorsed with “DE qualified only” unless the driver has met the stricter TT experience standard. The Permit shall be endorsed with “Electronic aides required” unless the instructor signed-off DE or Time Trial days used to qualify for the Permit were completed in a vehicle either without electronic driving aids or by turning off all electronic driving aids that can possibly be turned off. An “N” will be placed across the rear window of all Novice drivers using electronic aids as well as all Experienced drivers whose Permits have the “Electronic aides required” endorsement.***

How Proposal Solves the Problem:

In the same way that Novice drivers are required to place an “X” across the rear window of their car per Section VI, Part D(5) so that other drivers are

aware of their developing skill set, drivers with the "N" marking on the rear of their car increase safety by letting those around them know that they may not have the same skill set as a driver who is not utilizing or required to utilize electronic aids, should such aids fail, and, in the case of those with a Zone 8 Solo Permit carrying the "Electronic aids required" endorsement, that such electronic aids are required to be on at all times. Those who violate such endorsement will likely be easy to spot and report, thereby increasing safety for all. "N" (as in "Nanny") was chosen as it can be created easily with just three pieces of tape.