

2018 Rule Change Proposals for 2019 Implementation

The proposals presented here are those that have made it through two rounds of review and are being submitted to the Zone’s regional presidents for approval. 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, DE, & TT

Driving Event Proposal #1 – Add CC17, CC18 Classes at 100 Point Increments

Executive Summary:

This change would add two additional CC classes (CC17 and CC18) to the top of the CC class system. This is being proposed because we are seeing more cars in the high-points range competing in driving events.

Description of Issue or Problem:

There are several late model stock Porsche street-legal cars that can easily end-up in CC16 with just a change of tires type and size. However, CC16 is essentially an “unlimited” class, as it is currently the top class in the CC class system. We need to create CC17 and CC18 classes to add some resolution, because Porsche tends to make cars that go faster than the previous ones, not slower, and it is anticipated that more cars could end-up in this range as time goes on. And this is before one considers the other modifications that these cars could receive, pushing their points totals even higher.

Proposed Solution:

Modify CC16 to be a class with a 100-point range above CC15 (CC16: 1050-1149).

Create a CC17 class with a 100-point range above CC16 (CC17: 1150-1249).

Create a CC18 class above CC17 (CC18: 1250+ points).

How Proposal Solves the Problem:

This change would make tighter points groupings for these heavily pointed cars. As CC16 is currently “unlimited”, the cars in this class could have a very large point spread. With all the new technology coming out over the next few years, this change will allow Zone 8 to 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 these additional classes, plus any modifications that members make to their cars.

Looking at the actual cars competing in CC16 this year, this is something we could have used in 2018.

Cars currently competing in Zone-8 and their points totals in CC16 and above:

| Proposed Class | Total Points Range | Points totals for cars competing in CC16 under 2018 rules. |
|-----------------------|---------------------------|---|
| CC16 | (1050-1149) points. | 1130, 1143, 1146 |
| CC17 | (1150-1249 points). | 1170 |
| CC18 | (1250+ points). | 1258, 1268 |

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

Executive Summary:

This change would add a 10 point assessment to late model cars that have rear wheel steering. This is a performance advantage that currently is not accounted for in the points system.

Description of Issue or Problem:

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

Proposed Solution:

Create a 10 point assessment for all late model cars with intelligent rear wheel steering.

"III ASSESSMENT OF POINTS

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GG. Stock or non-stock intelligent rear wheel steering (981/991 series, 718 series, and later) 10"

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 SS10 and the CC Classes, Create an Open “SUV” Class

Executive Summary:

This change would remove Cayennes and Macans from SS and CC classes, as no one in the Zone is currently using these SUV in competitive driving events. An “SUV” class will be created just in case any members want to drive their SUVs in these events.

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. A review of participation data reveals that no SUV's (or Panameras) have ever run in TTs. Only one (1) modified Macan ran in CC class AXs in 2015-2016; no modified Cayennes have ever run in a competitive Zone 8 driving event.

Proposed Solution:

Eliminate Cayennes and Macans from SS10 and the CC class listings. Create an open “SUV” class for these cars to run without any restrictions on modifications. Leave the Panameras in the CC classes, as the PCA Club Racing Rules do allow for these cars to participate in club racing 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 or modified versions of these vehicles would still be allowed to compete in the “SUV” class.

Driving Event Proposal #4 – Clarification of Safety Rules for Vehicles with Back Seats

Executive Summary:

This change would explicitly state that no back seat passengers are allowed at competitive driving events. This conforms to guidance received from PCA National.

Description of Issue or Problem:

Both PCA National and Zone 8 Rules set requirements for the “driver” and “passenger”. Although 4-door vehicles with back seats are allowed to participate in PCA driving events, there is no language in the rules specifying whether event participants are/are not permitted in the rear seats of such vehicles.

Proposed Solution:

In the interest of safety, prohibit back seat passengers during hot laps at AX, DE, and TT events. Back seat passengers may only be allowed during parade laps.

“I. INTRODUCTION

*R. If two people are in a car, at least one must be an approved event instructor, and the other must be a registered entrant in the event, for the sole purpose of instruction. **No other passengers are allowed, including back seat passengers.** (Unless participating in a “Track Tour” program, see Section I Part W.)”*

How Proposal Solves the Problem:

This rule change will explicitly spell out when back-seat passengers are and are not allowed. It will also enhance safety by eliminating any potential distractions from back-seat passengers. The Zone has also received clarification from PCA National that no more than two persons (the “driver/student” and “instructor”) should be in a vehicle at any time during hot laps.

Driving Event Proposal #5 – Separate Performance Package Points Assessment for 997.2/991 GT2RS and GT3RS

Executive Summary:

This change would create a separate 80 performance point assessment for 997.2 and 991 GT2RS and GT3RS cars. These cars currently share a 60 point assessment with older and/or less capable Turbo, GT2, GT3, and GT4 models.

Description of Issue or Problem:

Section III, Part FF levies 60 points for the factory performance packages included in the 996/997/991 Turbo, GT2, GT3 and the 981 GT4. However, the 997.2 and 991 GT2RS and GT3RS versions have more track-oriented upgrades than all the other models but gets the same points assessment as the lesser cars. In both series, the “RS” versions have enhanced downforce (both front and back) as well as shorter final drive gearing (3.89 vs. 3.44 for the 997.2 and 4.19 vs. 3.97 for the 991), which enhances acceleration.

Proposed Solution:

Create a separate 80 points assessment for the 997 and 991 GT2RS and GT3RS.

“III ASSESSMENT OF POINTS

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FF. Cars equipped with a 996/997/991 Turbo/GT2/GT3 (*exc. 997.2/991 GT2RS/GT3RS*)

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HH. Cars equipped with a 997.2/991 GT2RS or GT3RS performance package (to a 997.2 or 991 respectively) (springs, struts/shocks, sway bars, brakes, aero, gearing) in its entirety with original factory parts (at the factory or after the fact). (Not applicable if equipment is removed and replaced with aftermarket parts. If any of the suspension/brake/aero/transmission components [sway bars, springs, shocks, brakes, splitters/wing/body components, transmission components] are replaced with points-assessed parts, the performance package points assessment may not be taken, and

separate a la carte points for any upgrades over the base model must be taken.) **80**

How Proposal Solves the Problem:

The "RS" versions of these cars has more downforce-creating aero (in the form of front-end modifications and a larger and higher rear wing) and shorter final drive gearing than the standard versions. The aero package is much closer to a pure track car with aftermarket aero (which would be a 40 point assessment). Lower gearing would normally be another 40 point assessment. Assessing these cars 80 points instead of 60 points would make the "discount package points" fairer for the cars with less factory upgrades.

Driving Event Proposal #6 – Head and Neck Restraints Required for all Drivers and Passengers on Harness-equipped Vehicles

Executive Summary:

This change would require all DE and TT participants using a five- or six-point harness to also use a head and neck restraint system.

Note: As this change has been dictated by a directive from PCA National for 2019, it will automatically be implemented as an administrative change to the rules without requiring a vote from the Region Presidents. This proposal is provided for informational purposes only.

Description of Issue or Problem:

The number one priority of PCA's HPDE Program is track safety. Some people choose to modify their cars to increase performance and others to increase safety. A popular modification made to track cars is the addition of a multi point harness system. Starting January 1, 2019, the DE Minimum Standards will be expanded to state that if a driver uses a harness system, he or she will ALSO be required to utilize a head and neck restraint system, commonly referred to as a HANS device. A head and neck restraint device is an integral part of the harness system. Because the rule of equal restraint always applies, if a driver uses a harness system there must also be a harness system available and used by the passenger. Thus, both the driver and passenger will be required to use a HANS device.

Proposed Solution:

Modify the language in the Vehicle & Driver Safety Equipment section of the Zone 8 Rules to reflect the above directive from PCA National.

"XIII VEHICLE & DRIVER SAFETY EQUIPMENT

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B. For Time Trial and DE, five or six-point harnesses are required for all drivers and passengers running 200 Performance Equipment Points or higher and are strongly recommended for all entrants. Also, the same type of restraint system is required for both driver and passenger. 5 or 6-point harnesses are allowed at Autocross events, but they are not required.

Harnesses are required to be SFI or FIA approved for competition and mounted

in the manufacturer approved configuration. Any harness approved for club racing is acceptable when installed according to the manufacturer's instructions. Evidence of this approval shall be provided by the driver, if necessary.

If a driver uses a harness system, he or she will ALSO be required to utilize a head and neck restraint system, commonly referred to as a HANS device. A head and neck restraint device is an integral part of the harness system. Because the rule of equal restraint always applies, if a driver uses a harness system there must also be a harness system available and used by the passenger. Thus, both the driver and passenger will be required to use a HANS device."

[Editor's Note: This wording may change slightly when PCA National officially releases the 2019 DE Minimum Standards, which is not currently available]

How Proposal Solves the Problem:

This change insures that the Zone 8 Rules clearly spells out the Head and Neck Restraint requirements going into effect nationally in 2019.