

2019 Rule Change Proposals for 2020 Implementation

Proposals that are presented here are open to review and comment. Please send your comments to the Zone 8 Rules Coordinator at ruleproposals@zone8.org After the second review period ends on October 31, 2019, the Z8 rules committee will make final submissions and recommendations to the Zone's regional presidents for approval and implementation

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AX, DE & TT

Driving Event Proposal #1 – Split X Class into Two classes

Current Rule:

An excerpt from the current rules:

This is an exhibition only class. No Zone 8 award points or trophies are awarded in this class. This class is for non-Porsches, Porsche replicas, factory race cars and exotics.... This is also a class for those who want to have fun running their car but do not want to interfere with other participants' efforts to win series points or awards.

Description of Issue or Problem:

Currently X encompasses both Porsches that either don't fit in the other classes or where the driver doesn't want to interfere with another's season points **and** all non-Porsches. However, while the rules state there are no season trophies for X class, there are some regions that give out event awards for X class, and some Porsche driver's don't like having a non-Porsche taking an award from them (in the Porsche Club). Also, some Porsche drivers simply do not want to be classified with non-Porsches.

Proposed Change:

Split X into two classes: X- Porsches & X – Non-Porsches

Comment #1

This proposal is a solution for a non-problem.

(The data below concentrates on the Z8 TT events because SDR does not award trophies to X-class in AX, and what was the OCR AX program is no longer a part of PCA.)

(Editor's note: Beginning in 2019, SDR is giving out event awards for X class in an effort to bolster X class participation.)

If one reviews the data from the last four years in the Z8 TT series, NO Porsche drivers attended more than one event in X-class in any given year, making them ineligible for a year-end award if a region chose to award trophies in X-class. The only event where there are more than one or two Porsches in X-class is CFOS, and this is primarily because POC members who don't normally run with PCA don't want to bother dealing with the CC class system. And incidentally, when they do attend and participate in timed runs, the fastest Porsche has taken this class at all TT events in the last four years.

Number of times ANY Porsche did timed runs in the Z8 TT series in X-class (outside of CFOS):

2018: 0

2017: 1

2016: 2

As far as TT participation is concerned, X-class generally has very few regular participants. The number of ALL participants eligible for a year-end award (if the region chose to award one):

2018: 1

2017: 3

2016: 2

(ZERO Porsches attended enough events in X-class in the last four years to be "eligible" for a trophy.)

Also, X-class is an inherently "unfair class", as it includes all Porsche exotics and factory race cars without distinction or handicap, so similar to CC18 it is basically an unlimited class, and as such there should be no whining.

[Driving Event Proposal #2 – Limits to SUV Modifications](#)

Current Rule:

This is an open class for street-legal Cayennes and Macans based on North American factory models. Performance modifications are allowed...

Description of Issue or Problem:

When the SUV class was added last year, pulling the SUVs from the SS and CC classes, no limits were placed on modifications. I don't think this was intended to allow unlimited modification, as that could make a single class exceedingly unfair, so therefore, limits should be set in place.

Proposed Change:

Limit the performance points allowed to 199. This is the level after which a fire extinguisher and harnesses/HANS are required for TT/DE so therefore it seems like a reasonable stopping point for such an all-inclusive class. Modifications should have to

be tracked and accounted for as they are in X class, using the spreadsheet tool developed for that purpose and available on zone8.org.

Driving Event Proposal #3 – Get rid of Update/Backdate

Current Rule:

Any car may be entered as a different car than originally manufactured as long as it is within the same model series, as defined in Appendix B, Model Series for Upgrades and Update/Backdate....

Description of Issue or Problem:

Does this apply anymore? Or is it a forgotten legacy from the old classification system that should have been retired when we switched to the current classification system? Do you even remember what this is? Here is an example:

In the old rules, we had a 2 dimensional classification system.

A 911 T would start out in FS/S and could advance per modifications like this:

FS/S -> FS -> FP -> FI

While a 911 S would start out in HS/S and could advance per modifications like this:

HS/S -> HS -> HP -> HI

If you had a 911 T that ran in, for example, FP or FI, but all your buddies were driving somewhere in H classes with their 911 S cars, you could “update” your car by recalculating your points as if it were a 911S, which would allow you to run in the H classes and be competitive. Potentially even in HS/S, depending on what your modifications were.

Or, conversely, if you had a 911S running in the H classes, you could “backdate” it, recalculating all the points as if it were a modified 911T, which would allow you to run it somewhere in the F classes as a 911T with a lot of modifications.

All this made lots of sense with a two dimensional class structure where the only way to ‘jump’ between ranges was to pretend the car was a modified something else.

However, with our current, single dimensional class structure, CC1-CC18, it doesn’t appear that this is really necessary anymore. Anybody can achieve any higher class simply by adding performance modifications. There is no need to mess around with refiguring the foundation upon which your modification points are then added. Theoretically, you should end up in the same place either way. For example, you could

calculate a 911S as a 911S with a few modifications or calculate it as a 911T with a lot of modifications; either way, it should result in approximately the same class, if the system is working correctly. (And if it doesn't, this may be a way to game the system that should be stopped, a loop hole that should be closed.)

Proposed Change:

Eliminate Update/Backdate as an outmoded legacy rule that should have been dropped when we changed classification systems.

[Driving Event Proposal #4 – Get rid of Model Series Allowance for Springs & Wings](#)

Current Rule:

T.	Non-stock springs and/or torsion bars	
	Factory (within model series)	15
	Other factory or aftermarket	30
Y.	Non-stock wing, and/or front lip and/or spoiler	
	Factory (within model series)	10
	Other factory (not within model series)	20
	Any Aftermarket (including canards, strakes, and diffusers)	40

Description of Issue or Problem:

It can be difficult to identify if a part is in the model series, or not. This makes for challenges in the field when tech inspectors or other authorities are asked to make a classification or points ruling. There are numerous areas in the rules that distinguish between stock and non-stock, yet these two differ by throwing in a third option, this “stock within the model series” option. This complicates the rules as well as determination and enforcement. Life would be simpler if we made it black and white like everywhere else. Points can be changed to offer a middle ground, too, and I’ll even through in some sample changes to add to the discussion. Finally, this simplifies the rules because we no longer need the model series chart, especially if we also enact Proposal #3

Proposed Change:

T.	Non-stock springs and/or torsion bars	20
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Y.	Non-stock wing, and/or front lip and/or spoiler	
	Factory	15
	Any Aftermarket (including canards, strakes, and diffusers)	30

Driving Event Proposal #5 – Add a Service Points Program

Description of Issue or Problem:

Too many awards for AX & TT are being given out and not enough service for the benefit of the club and its participants is being given in reciprocation. The number of awards handed out @ a POC award banquet is very small, due to the service point requirements over the course of a year and conversely, it's a big deal to win an award. A PCA award banquet is like a AYSO soccer event, all kinds of awards, jackets, titles and CO\$Ts that other club participants don't see as being a fair and equitable thing.

Proposed Change:

To win an award in AX or TT, a minimum amount of "club service points" need to be accrued during the course of the year for club service, such as instructing, mentoring and at a minimum just adhering to club ethics

Rationale

If the rule change proposed was in place the past years, the OCR AX scenario that took place would of never occurred

Also, there aren't enough performance driving instructors and an impetus to create more is available with this rule change if worded properly.

Concours

Concours Proposal #1 – Remove the engine area from SC Division judging

Current Rule:

Judging shall be in the following areas for each division:

Special Categories Division: Exterior, Interior, Storage Compartment, Engine Compartment

Description of Issue or Problem:

The problem is that any model car that is currently in Ubergang or Ganz Ubergang can also end up in Special Categories. Neither Ubergang nor Ganz Ubergang divisions have the engine compartment as a judged area because the engine compartment is virtually inaccessible when compared to the other (older) models of Porsches. If the engine is unjudged-able on these cars in the other two divisions, then it stands to reason it would also be unjudged-able on these cars in the SC Division. To continue to judge the engine compartment in this division would therefore put any cars such as these at a disadvantage if and when they are entered in this division. Also, there are other cars that may only be entered in this division that may have similar accessibility issues for the engine, such as the 918 (and perhaps the Carrera GT). Judging the engine compartment in this division made sense years ago, but no longer does considering the direction Porsche automobile design is taking.

Proposed Change:

Judging shall be in the following areas for each division:

Special Categories Division: Exterior, Interior, Storage Compartment