

## Zone 8 Rule Clarifications – 2012

From time to time, the Zone 8 Rules Committee is requested to interpret or clarify the meaning or intention of the written rules. Those requests are documented here (they are re-worded for clarity and brevity), along with the findings of the Zone 8 Rules Committee. This is posted on the Zone 8 web site to become a part of the public record, a reference to be used as needed. As appropriate, this will also be used as a basis to revise or reword future versions of the rules to remove ambiguity or otherwise improve their use and application with the goals of keeping our events safe, fair and fun.

We would also like to remind you that the rules are open to change annually. If you have any ideas about changing the rules to make our events more safe, fair and fun, please submit them to us for consideration. Please see: [http://zone8.pca.org/rules\\_prop.htm](http://zone8.pca.org/rules_prop.htm)

Request #1 – Living with Factory Belts .....	2
Request #2 – Engine accessory pulley.....	3
Request #3 – Racing Seats.....	4
Request #4 – Tech Inspections .....	5
Request #5 – Exhaust change after Engine Swap.....	6
Request #6 – Tire Sizes in the Street Stock Classes .....	7
Request #7 – Mounting Harness on 911 Seat Rails.....	8
Request #8 – Tire Tread Wear Ratings in Street Stock classes .....	9
Request #9 – Attaching Roll Cages to Suspension Points.....	10
Request #10 – Broom stick rule for Boxster, 996, 997.....	11
Request #11 – Points for Coilover Kits .....	12
Request #12 – Alternatives to Machining that lower your car .....	13
Request #13 – How do you measure track?.....	14
Request #14 – Arm restraints.....	15
Request #15 – Points for Limited Slip Differential on a GT3 .....	16
Request #16 – Safety Equipment Parity for Driver & Passenger .....	17

## ***Request #1 – Living with Factory Belts***

Q:

Because I don't want to do everything required to install 5 point harnesses correctly, I'm going to stick with factory 3 point belts. Do you have any suggestions to help keep me from flopping around in the car?

A:

The rules committee does not endorse or recommend products. However, it is aware of a popular product that you might want to look at.

See this web site: <http://www.cg-lock.com/index.html>

## ***Request #2 – Engine accessory pulley***

Q:

I wish to replace the primary accessory drive pulley that bolts to the end of the crankshaft in my Cayman. This will result in a 20% reduction in speed experienced by all accessories (alternator, power steering pump, etc.). This seems like a good idea for a car that is raced and therefore spends a lot of time at high RPM. Is this acceptable under the current rules?

A:

Yes, this is acceptable under the rules.

The rules state:

### **III ASSESSMENT OF POINTS**

.....

Any improvement or enhancement beyond those mentioned below is normally not penalized. This includes modifications whose sole purpose is to improve reliability or reduce wear and tear on the car. However, any modification not addressed in these rules may move the car into a higher class at the discretion of the Zone 8 Competition Committee and Event Chairperson.

This kind of enhancement falls under this clause, as it is a change to reduce wear and tear on the car.

(The rules committee does not comment on the appropriateness or validity of this idea, it leaves that to a qualified mechanic.)

### ***Request #3 – Racing Seats***

Q:

I'd like to find out a something about racing seats and timing out. I know that they are dated just like belts. Do we consider them un-useable for AX after 5 years? What about for DE or TT?

A:

The Zone 8 rules do not address driving seats specifically in any way. The only mention of them is that they are often required with 5 pt harnesses, for the harnesses to be installed correctly according to the manufacturer's instructions. So no, we don't require any specific manufacturing date.

## ***Request #4 – Tech Inspections***

Q:

I'm the Tech Inspector for my region. I notice tech inspection requirements have been added starting with the 2009 Rules. What does this mean? Does my region need to change its tech inspection procedures? Also, I see a sample Tech Inspection form on the web site. Do I have to use it?

A:

The tech inspection items added to the 2009 Rules are intended to educate the drivers about preparing their cars for events. If you read carefully, they describe minimum recommendations for what the driver should examine and maintain; what they should be prepared to have inspected. (Of course, it is recommended that all vehicles be examined by a qualified mechanic before participation.)

These rules do not prescribe what the region will inspect. While regions are required to have a tech inspection, they are free to establish their own tech inspection procedures. The sample form is just that, a sample. No, you are not required to use it. This addition to the rules can be a learning tool for the regions and their officials, as well as for the drivers. We encourage the regions to re-examine their tech inspection procedures for effectiveness. However, ultimately it is the driver's responsibility to make sure the car is adequately prepared.

The Rules Committee would like to remind everybody that when entering a PCA driving event, the driver/owner acknowledges that high speed driving is inherently dangerous. Passing the technical inspection means that the automobile has met minimum safety standards for participation in a PCA event. However, no technical inspection can uncover all possible defects inherent in the vehicle design or otherwise, and neither PCA nor the inspectors can predict unforeseen circumstances. Neither the Porsche Club of America nor the tech inspectors make any express or implied warranty of fitness for any purpose. It is the responsibility of the owner and driver to select a safe vehicle and see to its adequate preparation, as well as to insure the safe operation of the vehicle and to maintain the car's safe operating condition.

## ***Request #5 – Exhaust change after Engine Swap***

Q:

Section III Part L of the rules states that rather than taking individual points for parts D through I, in cases of whole engine swap-outs one can just take points for horsepower. It further states that published horsepower figures may only be used if no further modifications have been made. Does that mean one must run the original exhaust for that engine?

A:

No, if one changes the exhaust, one merely needs to take any applicable points for the changes.

## ***Request #6 – Tire Sizes in the Street Stock Classes***

Q:

I see in the Zone 8 rules that Street Stock classes do not take any points for modifications. I understand that you will be able to run your car as it came from the factory with no point penalties for additional factory options, and that you're not allowed to add any performance enhancements in the prohibited list, with the exception of adding aftermarket wheels.

How does one interpret this when going to buy new wheels? Is there any restriction?

A:

Yes, it is true there are no points for Street Stock classes, meaning any factory original car may run there, with or without options. It is also true that you are allowed to use aftermarket or factory optional wheels. No limits are placed on these, so yes, you may use wheels that are bigger than standard OEM.

Because the wheel size may grow, that means that the allowable tire size needs to be able to grow as well, and therefore it does, also without any points restrictions. However, you must keep in mind that there is a safety rule that states the tire must be covered by the fender. So that limits the size of the wheel/tire combination.

To limit potential abuse of this, there is a Street Stock prohibition: You may not enlarge the fenders.

In summary, yes, you may run with increased tire sizes, as long as they fit inside the factory fenders. That is the only restriction on tire size for Street Stock.

## ***Request #7 – Mounting Harness on 911 Seat Rails***

Q:

I have a question about the attachment points for a 5 point harness. The Zone 8 rules state: Attachments must be to the car itself and not to the seat frames. The seats in a 911 are attached to rails which are attached to the bottom of the car. Are the rails part of the seat or part of the car with respect to this rule?

A:

The most important thing to be sure of is that the manufacturer's instructions are followed. That supersedes anything in the rules.

I would also say that belts and seat should have different attachment points. If the belts and the seats are using the same bolts, then if those bolts fail, both the belts and the seat will be loose. If they have different bolts, than you have two separate systems which means that it is more likely that they won't both fail at the same time.

Don't consider the mounting points for the rails as candidates to mount the belts. But above all else, follow the manufacturer's directions.

## ***Request #8 – Tire Tread Wear Ratings in Street Stock classes***

Q:

Do I read this correctly, tread wear ratings of less than 140 are allowed in Street Stock classes?

A:

Yes, you read that correctly, to a point. Because these classes allow any factory equipment, tread wear ratings of less than 140 are allowed in these classes if and only if they were available from the factory (either standard or as an option). If they were not available from the factory for your car and year, then no, you may not run them in these classes.

Note: If and when you promote your vehicle to the points classes, then you will need to take the modification points for these tires.

## ***Request #9 – Attaching Roll Cages to Suspension Points***

Q:

In the past, I know that attaching roll cages to suspension points incurred modification points. However, this is no longer in the rules. Does that mean there is no points penalty for doing this today?

A:

That is correct, there are no points today for attaching your roll cage to suspension points. There are valid safety enhancing reasons to do this and we try not to penalize modifications that improve safety (even when there may be performance enhancing aspects).

## ***Request #10 – Broom stick rule for Boxster, 996, 997***

Q:

Do the Boxster, 996 & 997 cabs need to pass a straightedge test for running in DE & Time Trial events? If they have less the 200 modification points?

A:

No, they do not. Because of the factory rollover protection that these soft top cars come with, they are exempted from the roll cage/roll bar requirement that is placed on other cabs for DE & TT events; as long as they have fewer than 200 modification points. The rules specifically state that the straight edge requirement is only for cars that require roll bars/cages. Therefore these cars are exempt from the straight edge requirement as well.

However, remember this is while you have fewer than 200 modification points. Once you modify your car beyond that, you will be required to have an additional roll bar or cage and pass the straight edge test.

## ***Request #11 – Points for Coilover Kits***

Q:

Does adding Billstein PSS9/PSS10 coilovers require me to take points for both springs and shocks? Or just springs?

A:

Just springs. Because the shocks are only have single mode adjustability, they are free of points. This is different from other manufacturers, such as JRZ which have similar kits but where the shocks have multi-mode adjustability and therefore you have to take points for the shocks as well with those systems.

A couple of web sites that you may be interested in for more information:

<http://www.tirerack.com/suspension/suspension.jsp?make=Bilstein&model=PSS10+Coil-Over+Kit>

[http://www.tunersgroup.com/Products/JRZ\\_Suspension.html](http://www.tunersgroup.com/Products/JRZ_Suspension.html)

## ***Request #12 – Alternatives to Machining that lower your car***

Q:

The rules state that you incur points for lowering a car by means of machining or welding, etc. Does this include raised front spindles on SC's and Carrera's? What if RSR-style front struts are used?

A:

Yes, this includes raised spindles on pre-90 911's. RSR struts are only excluded from points penalty when on an actual RSR. Since it is the same end result, it doesn't matter how you got there.

### ***Request #13 – How do you measure track?***

Q:

How do you know if your track has increased by more than 2 inches? What changes track? Why isn't this covered under tire points?

A:

Track is measured from the center of the left rim to the center of the right rim. For purposes of this rule, one should measure the axle that has the greatest increase in track.

Track is usually changed as the result of adding wheel spacers or from changing to wheels with different offsets.

Because tires are centered on the rim, they really don't effect track; therefore this change is assessed different modification points.

## ***Request #14 – Arm restraints***

Q:

I have an open car and would like to use arm restraints for safety, but I don't use a roll bar or 5 pt harness. Is there any help for me?

A:

The rules committee does not endorse or recommend products. But yes, there is a company that sells an SFI approved arm restraint system that works with factory seat belts.

Velocity Management Inc.

ph: 302.983.7954

fax: 302.449.0829

web: [www.GoFastBeSafe.com](http://www.GoFastBeSafe.com)

***Request #15 – Points for Limited Slip Differential on a GT3***

Q:

I have a GT3 which comes with a stock factory Limited Slip Differential. Do I have to take points for this?

A:

Yes you do. The rules clearly state that any limited slip takes points, regardless of its origin.

## ***Request #16 – Safety Equipment Parity for Driver & Passenger***

Q:

Do I need to have the same safety equipment for both the driver and the passenger?

A:

A few questions have been raised, specifically for Autocross, about Minimum Safety Equipment (in this case, seat belts) and the requirement to have the Same Safety Equipment on Both Sides of the Car. The applicable Zone 8 rules are:

### *"VII INSTRUCTOR PROCEDURES*

#### *B. Instructor/Novice Procedures*

*4. Both driver and passenger safety equipment must meet the standards set forth in Section XIII in order for passengers to be allowed in the vehicle. Safety equipment upgrades beyond the requirements should be made to both sides to demonstrate the proper respect for both instructors and students.*

### *XIII VEHICLE & DRIVER SAFETY EQUIPMENT*

*A. For all Autocross entrants and Time Trial / DE entrants, at least fully functional OEM (Original Equipment Manufacturer) style 3 point seatbelts are required. Belts that are visibly frayed, damaged or dysfunctional must be replaced with new belts. Two point belts are acceptable for Autocross if the car did not originally come with seatbelts or only came with 2 point belts OEM. For Time Trial / DE three point belts are required (when the vehicle does not require a 5 or 6 point harness).*

*B. For Time Trial and DE, five or six-point harnesses are required for all drivers and passengers running 200 Modification Points or higher and are strongly recommended for all entrants. 5 or 6-point harnesses are allowed at Autocross events, but they are not required."*

The Zone 8 Rules Committee met on June 30, and this issue was discussed with the resulting clarification:

Technically, Section VII Part B Paragraph 4 does not REQUIRE one to have identical safety equipment on both sides, due to the use of the word "should". Also, this rule is contained in Section VII, which is "Instructor Procedures", so as written, this rule does NOT currently apply to students.

**So for Autocross, it is not required to have identical safety equipment so long as both the driver and passenger side meet the minimum safety requirements for the car.**

The Rules Committee will make sure that the 2013 rules are revised to make this clear.