

2019 Rule Change Proposals for 2020 Implementation

What Happened to my Proposal?

Proposals that are presented here have been reviewed and evaluated by the rules committee. Below you will see the results of our deliberations. The revised proposals will be published along with this document and will be open for review and comment from October 1 to October 31, 2019.

Please send your comments to the Zone 8 Rules Coordinator at ruleproposals@zone8.org

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AX, DE & TT

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

Reason: Participation data doesn't support the need for this, there are not enough Porsches running in X class to warrant this

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.

Comment #2

Reviewing the participation data for SDR AX in the last 2 1/2 years (Jan 2017 to present), only one driver ran a Porsche in X class in an SDR AX at more than one event (in 2017 and 2019, and he only did two events in each of those years), and at the majority of the events there were NONE. Also, over the last three years, there has never been more than one Porsche doing timed runs in X class at ANY event. The proposed change will just create another class with no regular participants.

Comment #3

I can see this in theory, but it is not really an issue

Driving Event Proposal #2 – Limits to SUV Modifications – ACCEPTED with modifications

Result: The committee will recommend adding the same restrictions to these classes as there are in the Street Stock classes.

This will be promoted to Round 2 for further comment and potentially presented to the Presidents for approval.

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.

Comment #1

Alternatively, limit them to the mods allowed in Street Stock

Comment #2

If you calculate SUV modifications you must put them back in the Classification website. That's a lot of work. How about allow tire changes with 140+ tread wear only and call it done. This is really a not issue as the mods on these cars are far and few between and very few cars are being driven in competition.

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

Reason: See Comment #2

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 (with your buddies). Where in the H line-up would depend on what points you took, but 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. (Similarly, you could calculate a 911T with lots of modifications as a 911S with a few.) But, 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.

Comment #1

Agree. The CC class system eliminated the need to class a car by Update/Backdate, and I'm not aware of anybody who has felt the need to Update/Backdate a car for an SS class.

Comment #2

While technically it may not be necessary any more, it does provide a simple, easy way to deal with the points for engine swaps, etc. Therefore it should probably stay. I took a cursory look I only find one car in SDR AX but nearly 20 in Z-8 TT series, which is maybe half of the pre-964 911s. This is a very relevant rule as so many air cooled 911s are still being raced. To remove it would make these drivers do a lot more work to classify their cars.

Driving Event Proposal #4 – Get rid of Model Series Allowance for Springs & Wings -
REJECTED

Reason: The rule is working as intended

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

Comment #1

Justification is weak and the proposal is poorly written.

There's no data provided to support the point increase. This proposal should not be adopted.

Comment #2

I agree with the concept of simplification. I do not agree with the reduced points. My last car on social tracks with a large aftermarket wing and front splitter was over 3 seconds quicker. That equates to a point value less than for Hoosiers tires but with time advantage equal to or greater than the Hoosier at 80pts.

The points should stay at a minimum of 40pts for after market wings, splitters and diffusers.

At 40pts it is one of the best uses of points. Conservatively, with a large high wing, canards, splitters, and under body diffuser you can see a drop of 4-5 seconds. This should equate closer to 60-80 points. Ask Vision or GMG what a good balanced aero package can achieve. Get your check book out!

Aftermarket springs can transform the cars handling. As much I would like the proposed 10pt reduction, they should stay at 30pts.

Comment #3

I agree with this proposal. It cleans up the language and probably assesses points more closely to the actual performance benefit. Thumbs up!

Comment #4

This section:

T. Non-stock springs and/or torsion bars - 20 points.

I'll try to keep this short as I might be reading it incorrectly. I have a base 2009 Cayman, but when building the car I had only a certain amount of points to work with to remain in CC07. Instead of buying aftermarket springs such as H&R, I spent considerably more to purchase Cayman R springs because they were in the model series and the point penalty was half of aftermarket springs. Under this change, my assumption is that my car will now incur an additional 5 points? This would bump me into CC08 and I'm sure it would affect others as well. I built the car with the rules as a guideline and would have certainly went another route if I knew this was going to be addressed.

If the Cayman R springs are considered stock, then there is no issue. I'm on the tech team for PCASDR and I personally have had no issues with this. If someone were to protest, it is quite easy to distinguish a factory spring from an aftermarket spring. I'm not sure why someone feels as though this is an issue? Unless of course, people are trying to cheat (which would be sad). All in all, I'm under the impression that most everyone has a pretty healthy respect for the rules and a good sense of honor. This rule would disrupt more than it would solve any sort of current problem. I would feel especially bad for those folks with in series torsion bars in 911 cars that would incur an additional 5 all while seeing other cars with aftermarket bars get a 10 point discount!

My hope is that this rule change does not occur, and if so, that individuals who modified their cars before this rule change are grandfathered in.

Comment #5

Spring change within model series:

Spring change within model series can indeed be difficult to determine for the casual observer. But all factory springs are marked with a color code (blue/blue/red strip) for instance. It is far from rocket science; at most a wheel would have to be removed for visual confirmation. Using Cayman base to Cayman-R for example gives a 30% increase in spring rate and a 20mm drop in height. This increases available negative camber and decreases body roll increasing available tire patch. The point assessment is more than fair and not that difficult to spot. However; spotting the change is not even a factor as the driver is required to claim all modification points. If he/she does not and they are caught cheating they will forfeit points for the season. Isn't this supposed to be fun?

Wing change within model series:

Wing changes within model series is as simple as it gets! Its right there on top of the rear of the car! (Or front) A Cayman-R wing did not come on a base Cayman; add within model points. A 1980 Weissach coupe wing and front spoiler did not come on a base 1979 911SC; add within model points. A 914 2.0 I LE front spoiler did not come on a 1972 914 1.7L; add within model points. All of these are obvious and easily verifiable with a quick google image search. The rule is clear, reasonably easy to administer and has been assessed a reasonable point value. The rule should stand as is.

If this rule was passed everyone would have to make these changes to be competitive.

Driving Event Proposal #5 – Add a Service Points Program - REJECTED

Reason: This is very hard to implement, especially since at the zone level it would have to be implemented across multiple regions and therefore multiple management teams and volunteer pools.

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 an 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 have 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.

Comment #1

The idea is really good but the proposal is poorly written. A more thoughtful proposal of how the service points program would work is more helpful. Instructors do not instruct for many reasons, and a service point requirement is NOT enough to incentivize drivers to instruct. Getting a trophy is low priority for many drivers.

Comment #2

This has been looked into in the past and rejected. A valid proposal detailing the program, points and who will oversee the administration of the proposed program should be submitted before any consideration of this proposal should take place.

Comment #3

We have done extensive research into service points like POC bucks.

The problem is someone may drive for 2-3 years and give nothing back and then volunteer without driving to give back the next two years. This is a very slippery slope we have not wanted to slide down in the past. And remember there must be a service points chair for this who will be asked to join the good old boys club like is rampant in POC.

Driving Event Proposal #6 – Windows Closed at DE & Time Trial - REJECTED

Reason: See the comments, except #4 (the minimum standards do not address windows).

REJECT – See comments, min stds

Current Rule:

Section XIII VEHICLE & DRIVER SAFETY EQUIPMENT

- N. Doors must remain unlocked and the driver's window must be fully open. If an instructor or student is in the car, both door windows must be fully open. Partially open windows are never allowed. This includes any window which cannot open fully (does not retract completely into the door frame). These windows must be fully closed. In cases of extreme rain, the Event Chairperson may declare and announce that an EXTREME RAIN CONDITION exists and that drivers may choose to drive with their windows fully closed. 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 extraction from a vehicle with closed windows may require breaking one or more windows and could delay rescue.

Description of Issue or Problem:

The Current mindset is for windows open. With the understanding that extraction in case of an extreme off-course incident can take place quickly. All modern fire rescue personnel are trained and carry window extraction tools.

With today's modern Porsche technology Porsche cars North America and Porsche AG are recommending and requiring in all of their Porsche experience centers and track and race experience venues that windows shall be closed at all time. Their understanding is the engineers from Porsche AG that our modern cars airbag systems are designed to properly deploy and protect the occupants with the windows closed. Those allowing of the technology to contain the driver and passenger within the vehicle.

I propose simple wording change to the rules for 2019 to require windows down rule be abolished and rewritten as windows up.

To facilitate the manual Point-By rule it's never a good idea to remove your hands from the steering wheel when driving on the track. A simple technique of using the electric turn signal device works extremely well for Porsche North America at their Track Experience center venues.

A wording for extreme rain conditions should be completely removed and replaced with event chairperson shall advise participants that extreme weather conditions i.e. rain, hail, sleet and snow, will postpone or cancel run sessions.

Video link

<https://www.youtube.com/watch?v=8Dv0UU66CbU>

Very graphic video driver and Passenger Ejection from vehicles

<https://www.youtube.com/watch?v=H2du63FKDbk>

Proposed Change:

N.

Doors must remain unlocked and the driver's window must be fully ~~open~~-closed . If an instructor or student is in the car, both door windows must be fully closed ~~open~~. Partially open windows are never allowed. This includes any window which cannot open fully (does not retract completely into the door frame). These windows must be fully closed. ~~In cases of extreme rain, the Event Chairperson may declare and announce that an EXTREME RAIN CONDITION exists and that drivers may choose to drive with their windows fully closed.~~ For Time Trials and DEs the Chairperson shall prescribe procedures for point-bys that ensure that passes are accomplished safely. ~~Drivers are advised that emergency extraction from a vehicle with closed windows may require breaking one or more windows and could delay rescue.~~

Comment #1

The PCNA guidelines are for the latest model factory Porsches with multiple head and side impact airbags, however many cars participating in DE/TT events *don't fall into this category*. The older cars don't have the same level of sophistication in airbag technology, and many of the modified cars used in the TT series have their airbags REMOVED, so this proposal only works for that small group of people who are driving the latest stock cars. Bad proposal.

Also, clear point-bys, as required by the PCA DE National Minimum Standards, require that windows be down. It is not appropriate to compromise safe passing by making point-bys harder to see.

Comment #2

Turn signal visibility is very poor - a hand signal is infinitely better.

This proposal should NOT be adopted.

Comment #3

The author refers to modern Porsche Cars. I assume this is in reference to street cars that are occasionally driven on the track. Most of the cars that are driven at the track are modified, many are older Porsches and quite a few don't have window's or air bags at all. The videos shown are of street accidents in passenger cars and there is no determination as to whether the drivers/passengers were wearing their seat belts. None of the drivers in the vehicles that show the car interior were wearing seat belts. A modern Porsche with the window down, airbags functional and driver (and passenger) securely belted, is much safer than the examples shown in the video link.

While modern fire rescue personnel may carry the tools and knowledge for extraction, I wouldn't want to have to wait for one of them to arrive if my car was on fire.

Comment #4

This is not in compliance with PCA National Min Standards so probably not an option at this time. As more and more modern cars come out with advanced airbag systems it may be re-visited at some point but right now we have cars running TT from vintage 1967 through 2019.

Comment #5

No matter what, occupants can be extracted from a vehicle faster with windows down and emergency crews don't carry devices to break windows because they are already down!!! Are we going to retrain all these course workers to remember our rule that is different from everyone else's??

Older and purpose built racecars have no ventilation with the windows up and cockpit temperatures would quickly exceed triple digits on a 70° day. Many of them have no windows and some have no tops! So do I have to install windows now in my racecar??

BTW – What about Lexan windows; good luck breaking those!!

If you stay on the track your car won't get dirty and you won't need to roll the windows up! The videos provided are ridiculous, most of those cars had the windows closed but were ripped in half!

Driving Event Proposal #7 – Ceramic Brakes for Turbo/GT Cars - REJECTED

Reason: Several reasons, actually. See the comments but for starters; the package is discounted already, adding ceramic brakes to it would be too much of a gift, especially since not all GT cars had them as an option.

Current Rule:

III ASSESSMENT OF POINTS

Section AA

Non-stock brakes (other than drilled/gas slotted stock rotors, brake pads, master cylinder, or aftermarket rotors with no increase in diameter). Includes factory or post-delivery installation of Ceramic Brakes. 20 points

Section FF

Cars equipped with a 996/997/991 Turbo/GT2/GT3 (exc. 997.2/991 GT2RS/GT3RS) or 981 GT4 performance package (to a 996, 997, 991, or 981, respectively) (springs, struts/shocks, sway bars, brakes) 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 components [sway bars, springs, shocks, or brakes] are replaced with points-assessed parts, the performance package points assessment may not be taken, and separate a la carte points for sway bar, spring, camber, and brake upgrades over the base model must be taken.) 60 points

Section 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 points

Proposed Change:

Section AA

Non-stock brakes (other than drilled/gas slotted stock rotors, brake pads, master cylinder, or aftermarket rotors with no increase in diameter). Includes factory or post-delivery installation of Ceramic Brakes. 20 points

EXCEPTION: Any Turbo/GT car already taking a 60/80 point hit for "performance package" which already includes larger rotors and larger calipers, only takes 5 points for factory (as delivered) ceramic brakes.

Description of Issue or Problem:

Turbo/GT cars are taking points in the performance package that includes the "Braking system" (larger rotors, larger calipers)

GT cars with Ceramic brakes delivered from the factory as original equipment should not be forced to take an additional 20 point hit when the advantage is not significant enough to warrant that large of a point assessment. There is no significant "braking ability advantage" on the ceramic brake vs the standard GT brake. The only advantages are the weight of the rotor (30 lbs less) and less heat build up for longer periods of time.

NON GT cars that upgrade to ceramic brakes "do" gain a significant improvement in "braking ability" vs a stock brake, therefore warranting the 20 point assessment.

Per the rules, we are allowed to reduce the curb weight of our cars by 1.5% of the stated factory base weight without any penalty.

Example: 2015 GT3

Weight per 2019 Rule Book. 3153

$1.5\% \times 3153 = 47$ lbs reduction allowed without point assessment.

The advantages of a set of ceramic composite brakes on your high performance vehicle will be:

- 1) The ability to maintain their functionality at high temperatures due to the fact that they don't keep the heat. This is their greatest advantage. In high performance vehicles as much as six tons of force can be applied to stop your vehicles producing a lot of heat, over 1000 degrees F and the boiling point for brake fluid will be between 550 to 700 degrees F but carbon ceramic brakes can disperse the heat before it reaches the brake fluid. Frequent and heavy braking from high

speeds is effectively achieved for longer. (Based on Time Trial parameters, typical sessions are only 20 to 25 mins, so still not a significant advantage)

- 2) There is less dust build up from carbon ceramic brakes. The dust from the metal pads have static electricity which causes the dust to have magnetic properties so the dust remains on the metal parts around the brakes.
- 3) Carbon ceramic brake pads will not wear down as fast as the regular brake pads in similar driving conditions and because of the material composition of the carbon ceramic brakes the pads alone will wear down without any wear to the rotor
- 4) The rotor of disc of the carbon ceramic brakes weighs less than cast iron rotors. The weight of the rotor can be approximately half the weight. The total weight of the four rotors can equal a difference of 30 pounds if compared to cast iron rotors with similar dimensions. (falls within the allowable weight reduction of 1.5% without penalty)
- 5) Carbon ceramic brakes produce less noise during braking.

With all these advantages, these brakes should not be assessed excessively, rather their use should be encouraged.

Comment #1

The group points assessments for Turbos and GT2/GT3 cars are a discounted points accumulation for the LEAST amount of standard equipment the cars in these groups came with (e.g., Ceramic brakes were never available on the 996 GT3s). Therefore, the fade resistance and efficiency advantages ceramic brakes provide were never factored into these assessments, and assessing the 20 points for the upgrade over cars with regular brakes is a fair one. Ceramic brakes are not just for weight savings.

Comment #2

PCCB offers significant weight and performance advantages.

Proposal #7 should NOT be adopted.

Comment #3

I tend to agree that the current points are high for ceramic brakes. They do reduce unsprung weight significantly which is a performance benefit, but stopping distance is all about weight/grip, not brake design. Will they reduce a lap time consistently by 2/10ths? I doubt it. Perhaps amend this to a 5 pt penalty to allow for reduced unsprung weight. An equal penalty for removing a heavy stock exhaust from the tail of the car.

Comment #4

#1 - Ceramic brakes are not included in the performance handicap for these cars as it was an option.

#2 – Ceramic brakes have a higher coefficient of friction and do indeed stop better from the first to the 100th application.

#3 – Because there is no fade they work better the harder and more often you use them; unlike conventional brakes.

#4 – Ceramic brake weight is unsprung weight which is calculated at 3 to 1 so 30 pounds is like 120.

#5 – Ceramic brake weight is not about curb weight it is about inertia. Spin a 50 pound wheel 100mph and a 20 pound wheel at 100mph. Which will take more braking effort to stop? The left over braking energy in the ceramic brake will stop the car, the steel brake is still trying to stop the wheel and hasn't even considered the car yet! . 20 points is a bargain!

Driving Event Proposal #8 – CC 18 Class - REJECTED

Reason: This is not necessary, current participation levels don't warrant any changes, and if it did, we would add another CC class.

Current Rule:

XVIII APPENDICES

Appendix A Street Stock Class Assignments and CC Class Points Table

CC18: 1250+

Proposed Change:

CC18: 1250-1399

Cars with 1400 or more points run in X class.

Description of Issue or Problem:

It is considered unfair by some that CC18 can have unlimited points and it puts cars that are lower in the range at a disadvantage, much more so than in those classes that have a points cap. Therefore it is suggested that CC18 have a points cap as well and that any car that is beyond that run in X, at least until there are enough of them participating to warrant adding a CC19 class.

Comment #1

CC17 and CC18 were just added last year because some people thought that CC16 (with four regular participants) was unfair as a top "open" class. Now CC18 is the top class and there are just two regular participants in TT and NONE in AX events. Porsche factory hypercars and exotics are already in X class. This proposal represents an unnecessary change.

Comment #2

This proposal is poorly written and justification is weak.

The disadvantage mentioned applies to cars in ALL classes.

When the spread is 50 points, a car in the lower range will have a disadvantage compared to another car closer to the upper range.

There's no need for this.

Comment #3

There are only four cars registered in Z-8 running CC18 and only two who drive; are we changing a rule for one guy? Add CC19 1400-1549 if you want. Faster cars are coming with all the year old pro cars being for sale so it will likely get filled eventually.

Driving Event Proposal #9 – Cone Penalties - ACCEPTED

Reason: This standardizes our rules to match most other organizations rules and the way that many Zone 8 regions are currently running events (even though it is not in the current rules).

This will be promoted to Round 2 for further comment and potentially presented to the Presidents for approval.

Current Rule:

VIII PENALTIES

If cones are used to mark the course, the penalty for hitting a cone during a timed run is an additional two (2) seconds per cone added to the applicable lap time. If a competitor knocks over a pylon or moves it completely outside its outline, the penalty will be incurred. All pylons will have the same penalty. The Event Chairperson is responsible for ensuring that participants understand what cones are included as course markers. Grid and pre-grid cones may count if that is announced prior to timed runs.

Proposed Change:

If cones are used to mark the course, the penalty for hitting a cone during a timed run is an additional two (2) seconds per cone added to the applicable lap time. If a competitor knocks over a pylon or moves it completely outside its outline, the penalty will be incurred. *Only “upright” pylons are counted for any penalties. Pylons lying on their sides are for information purposes only and will not count for penalties if moved.* All upright pylons will have the same penalty. The Event Chairperson is responsible for ensuring that participants understand what cones are included as course markers. Grid and pre-grid cones may count if that is announced prior to timed runs.

Description of Issue or Problem:

The current Zone 8 Rules don't specify if “pointer” cones (those lying on their sides) count for penalties (2 seconds). At least one Region may count them based upon a conversation I had with a member, most Regions (including PCA Parade) do not.

The 2019 Porsche Competition Rules don't count pointer cone (page 30, A-8.2.3 Pylon Penalties).

From the PCRs: If a competitor knocks over a Pylon or music completely outside its outline, a penalty will be incurred. All pylons will have the same penalty. The penalty will

be two seconds for each Pylon so moved. This includes all pylons designating the start and finish gates and their respective areas. Only “upright” pylons are counted for any penalties. Pylons lying on their sides are for information purposes only and will not count for penalties if moved.

Comment #1

ALL cones should count, including directional cones.

They are part of the track.

Driving Event Proposal #10 – Car Numbers – ACCEPTED with modifications

Result: This rule proposal suggests very little that is new. The committee suggests adding the wording that TT/DE sizes are recommended for Autocross and that 8" numbers on the front are recommended for Time Trial.

This will be implemented via administrative change

Current rule:

Section I Part F Car numbers

All entrants must have numbers legible by corner workers and track staff on both sides of the car before entering the track. (8" height minimum, 1" stroke/width minimum for Time Trials and DE; 6" height minimum, 1" stroke width for Autocross). For Time Trials, 4" numbers are also required on the rear of cars. Numbers are suggested on the front prior to timed runs. Contrasting background is required for all numbers.

Proposed Change:

All entrants must have numbers legible by corner workers and track staff on the car before entering the track. Contrasting background is required for all numbers.

For Time Trial and DE: 8" height minimum, 1" stroke/width minimum for doors and front hood and legible at a distance of 100 feet. 4" numbers required on the rear of cars.

For Autocross: 6" height minimum, 1" stroke width are required for sides of car and legible at a distance of 75 feet. Time Trial / D.E. standards are recommended.

Reason for rules change:

Cars are checked for numbers in tech inspection and the inspector does not know if the car is participating in DE or TT so these entrants should have the same requirements.

The expected progression is for drivers to progress from AX to DE to TT so a more standardized requirement means a driver has only one set of magnetic numbers to buy.

Numbers should be on the front and the rear of every DE/TT car so drivers, instructors and event monitors can more easily identify a car that is misbehaving and rectify the situation.

Concours

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

Result: The proposal is the logical step for this division considering the models that Porsche is producing today and is likely to produce in the future.

This will be promoted to Round 2 for further comment and potentially presented to the Presidents for approval.

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 factory states that the engine compartment is only to be accessed by qualified mechanics for the Cayman and Boxster. Additionally, it is virtually impossible to see much on the newer 911s and for the 4 door cars the engine compartments are nothing like the cars of yesteryear. When Ubergang and Ganz Ubergang divisions were created it was decided that it was basically unfair to require engine judging for these models, forcing owners to access a compartment in a way the factory didn't approve of. Therefore, if the engine is unjudge-able on these cars in the other two divisions, then it stands to reason it would also be unjudge-able on these cars in the SC Division. To continue to judge the engine compartment in the SC 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. As it is an open-ended division that can accept all models, we need to plan for all existing contingencies and for future models as well (such as the Taycan).

Proposed Change:

Judging shall be in the following areas for each division:

Special Categories Division: Exterior, Interior, Storage Compartment

Concours Proposal #2 – Update Light Dusting Rules - ACCEPTED

Reason: Bringing the rules into alignment with current practice.

This will be promoted to Round 2 for further comment and potentially presented to the Presidents for approval.

Current Rule:

Section IV Judging: Item C Paragraph 2:

Once Judging begins, only exterior light dusting with a duster or suitable dusting cloth will be permitted. Use of toothbrushes, Q-tips or any other cleaning device or products could result in a penalty of 10 points assessed by the Event Chairperson.

Proposed Change:

Once Judging begins, only exterior light dusting with a suitable dusting cloth will be permitted. Use of toothbrushes, Q-tips or any other cleaning device or products could result in a 3 point deduction assessed by the Concours Head Judge.

Description of Issue or Problem:

We no longer use dusters, as they drag the dust and dirt across the paint and clear coat and cause scratches.

A 10 point penalty is never assessed as that is excessive. Therefore a more reasonable amount of 3 points is more in line with current Judging deductions.

A penalty assessed by a Concours Chairperson is not realistic as that person is running the event overall and is not involved in car judging. The Concours Head Judge is the appropriate person.

Concours Proposal #3 – Change Form Name - ACCEPTED

Reason: Consistency of terminology.

This will be implemented via administrative change

Current Rule:

Section IV Judging

Item B

He/she shall not write below the line on the Master Score Sheet.

Proposed Change:

He/she shall not write below the line on the Entry Form

Description of Issue or Problem:

We do not currently use a Master Score Sheet. This instruction is referring to our current Entry Form.

Concours Proposal #4 – Form Name Change - ACCEPTED

Reason: Consistency of terminology.

This will be implemented via administrative change

Current Rule:

Section IV Judging

Item M

Judges and workers must sign the” Service “form at each event to acquire judging points.

Proposed Change:

Judges and workers must sign the “Zone 8 Service Point Sign In” form at each event to acquire judging points.

Description of Issue or Problem:

Form name is incorrect

Concours Proposal #5 – Points penalty change - ACCEPTED

Reason: Bringing the rules into alignment with current practice.

This will be promoted to Round 2 for further comment and potentially presented to the Presidents for approval.

Current Rule:

Section IV Judging Item C

Entries must be displayed with all exterior parts uncovered. (Example, bras, mirror covers, dust covers, etc.) Windows (glass or plastic) shall be up and/or installed. All tops must be up and in place and installed. Sunroofs shall be closed. A car with a convertible or other removable or retractable top that is not fully up either by malfunction, owners choice or any other reason will be given a 5 point deduction. Similarly, a 5 point deduction will be given if exterior parts are not uncovered or windows are not up at the time a car is judged.

An entrant must have all jacks, spare tires & toolkits in the car ready to be judged. Said items are not to be wrapped in protective covering at the time the 5 minute Light Dusting only warning is given. A penalty of 5 points shall be given to any item that is not ready for inspection at the time the judges walk up to the car to commence judging.

Proposed Change:

Change the penalties in the above paragraphs to 2 points.

Description of Issue or Problem:

A 5 point penalty is never assessed as that is excessive. Therefore a more reasonable amount of 2 points is more in line with current Judging deductions.

Concours Proposal #6 – Judging Guidelines - ACCEPTED

Reason: Consistency and correctness.

This will be implemented via administrative change

Current Rule:

Section IV. Judging. Item A.

More details on judging methods are covered in the Zone 8 Concours Judge's Manual, available here:

<http://zone.8.pca.org/Forms/Concours/ConcoursJudgesManual2012.pdf>

Proposed Change:

Add the following as an additional resource, posting it on the web as well:

Guide to Concours d'Elegance, by Jim Brackenrig

Also, do not refer to the existing manual as a "Zone 8" manual, as it is not owned nor published by Zone 8.

Concours Proposal #7 – Wash & Shine Judging - ACCEPTED

Reason: Making all the divisions consistent.

This will be promoted to Round 2 for further comment and potentially presented to the Presidents for approval.

Elimination of Timing Exception For Wash And Shine Division

Existing Rule:

Judging IV:

F. For each division other than Wash & Shine, each component of the car will be judged for five (5) minutes. For the exterior component, the one-minute walk-around will be counted in the total time. After the walk-around, all compartments (door, trunk, glove box, etc.) as requested will be opened off the clock. Judging then resumes for the exterior and begins for all other components of the car. The exterior judge is to stop judging at the point where one minute remains for the judging of areas other than the exterior, thus allowing the same time for all areas.

G. There are no time limits for judging in the Wash & Shine division.

Proposed change: Modify F and delete G to remove Wash and Shine timing exception. Also change the word “component” to “area” for clarity.

F. ~~For each division other than Wash & Shine,~~ Each ~~component~~ area of the car will be judged for five (5) minutes. For the exterior ~~component~~ area, the one-minute walk-around will be counted in the total time. After the walk-around, all compartments (door, trunk, glove box, etc.) as requested will be opened off the clock. Judging then resumes for the exterior and begins for all other ~~component~~ areas of the car. The exterior judge is to stop judging at the point where one minute remains for the judging of areas other than the exterior, thus allowing the same time for all areas.

~~G. There are no time limits for judging in the Wash & Shine division.~~

Reason: Having no time limit in Wash & Shine has resulted in the division taking an excessive time to complete. The time to judge Wash & Shine often stretches to over an hour or more. Often this results in the judges having to take a break for lunch and consequently several cars waiting to be judged sitting and collecting dirt, bird poop and other debris. I have also seen inexperienced judges spend 10 or 15-minutes going through one car, while spending less time on others. If Wash & Shine is judged the same as other divisions, the time limit should be the same too.

There is no reason in the rules why Wash & Shine has no time limit. After the car is judged the judges have enough time to explain to the participant why deductions (if any) were counted, the same as is customarily done in the other divisions.

Concours Proposal #8 – Ubergang & Ganz Ubergang Boxster & Cayman Classes -
ACCEPTED

Reason: Making model treatment consistent across the divisions and classes.

This will be promoted to Round 2 for further comment and potentially presented to the Presidents for approval.

Existing Rule:

The current classes for Boxster and Cayman are:

UG-1 Boxster

UG-2 Cayman

GU-1 Boxster

GU-2 Cayman

Proposed change:

Change the classes to this in these two divisions:

UG-1 986/987 Boxster & Cayman

UG-2 981/718 Boxster & Cayman

GU-1 986/987 Boxster & Cayman

GU-2 981/718 Boxster & Cayman

Reason:

The reason for this is that there are significant differences in the Boxsters and Caymans across these generational divides. Splitting them like this will make the judging more fair for all. In order not to grow the number of classes, the Boxsters and Caymans are combined, but this is no different than the 911 cabriolets, targas and coupes, 944 & 968 cabriolets and coupes, etc. (The only other model were the cabs and coupes are separated into different classes are the 356, but those have long been considered a special case.)

Concours Proposal #9 – Special Categories Division - ACCEPTED

Reason: Clarification.

This will be promoted to Round 2 for further comment and potentially presented to the Presidents for approval.

Current Rule

SPECIAL CATEGORIES DIVISION

SC-1 Special Interest

SC-2 Current Competition

SC-3 Limited Production

The Special Categories division is intended to accommodate cars which, either because of their unique nature or their use, might be placed at a competitive disadvantage if entered in the other divisions. A car is eligible for entry in this division only if it satisfies the criteria for one of the following classes:

1. Special Interest. This class includes cars which have been so extensively modified from the original stock configuration that they may not be able to compete on an even footing with the cars in the class in which they would otherwise be included. Any car made by Porsche which, because of extensive modifications, no longer satisfies the definition of a Porsche given in Section I INTRODUCTION of these Concours competition rules is eligible for this class, and cars in this class may have any type of engine installed, including non-Porsche engines. Cosmetic body modifications, installation of roll cages, routine engine modifications such as substitutions between carburetors and fuel injection systems, displacement increases and other internal engine modifications shall not, by themselves, qualify a car for this class.
2. Current Competition. This class includes cars that have, within the last 12 months, been driven actively in track competition such as time trials, DEs or club racing events. Acceptable competition is not restricted to PCA events and may include events sanctioned by other organizations such as but not limited to the International Motor Sports Association or the Sports Car Club of America. Autocross is not considered to be track competition. The entrant must be able to provide documentation of entry into such competitive events within the last year upon request.
3. Limited Production. This class includes Porsches made in limited quantities that differ substantially from normal production cars. Examples include the 550 in its various guises along with its descendants, any of the 900 series of competition cars such as the 904, 906, 917 and 934, other racing cars such as

Formula and Indy cars, as well as cars such as the 959 and Carrera GT. In general, cars based on production street vehicles are not eligible for this class, so that special editions of production 911s such as anniversary editions and the 997 Club Coupe and special versions of production cars such as the 1952 America Roadster, the 911R, the 1973 Carrera RS and the RS America must be entered in the classes containing other similar production cars.

Any person entering a car in one of these classes must be prepared to explain in detail how the car satisfies the requirements of the class. In the event of any question over whether a particular car qualifies for one of these classes, the Zone 8 Concours Chairperson will make the final determination about its eligibility. An entrant may voluntarily move their vehicle to another division if that division has a class that can reasonably accommodate their model of vehicle. For example, a 959 could reasonably be considered a limited Production 911 and therefore compete in Full Concours as a 911. However, on the other extreme, there is no class in any other division that could accommodate a 917, so no movement is possible for such a vehicle. In making such a move, when possible, the entrant acknowledges that they may be at a competitive disadvantage. The car may not be switched back to SC Division after judging begins.

Proposed Rule:

SPECIAL CATEGORIES DIVISION

SC-1 Special Interest

SC-2 Current Competition

SC-3 Limited Production: Factory Exotics and Factory Race Cars

The Special Categories division is intended to accommodate cars which, either because of their unique nature or their use, may not be able to compete on an even footing if entered in the other divisions. A car is eligible for entry in this division only if it satisfies the criteria for one of the following classes. Any person entering a car in one of these classes must be prepared to explain in detail how the car satisfies the requirements of the class. In the event of any question over whether a particular car qualifies for one of these classes, the Zone 8 Concours Chairperson will make the final determination about its eligibility.

1. Special Interest. This class includes cars which have been so extensively modified from the original stock configuration that they are significantly easier or significantly more difficult to prepare for Concours than the other cars in the class in which they would otherwise be included. Additionally, any car made by Porsche which, because of extensive modifications, no longer satisfies the definition of a Porsche given in Section I INTRODUCTION of these Concours competition rules is eligible for this class, and cars in this class may have any

- type of engine installed, including non-Porsche engines. Furthermore, production cars that are fully stripped and prepped for racing (that would otherwise qualify for SC-2 Current Competition except that they are not actively being campaigned) may be entered in this class. Note: Cosmetic body modifications; installation of roll cages or bars, racing seats and harnesses, fire extinguishers; routine engine modifications such as substitutions between carburetors and fuel injection systems, muffler swaps, displacement increases and other internal engine modifications; suspension component changes; etc. shall not, by themselves, qualify a car for this class. It is not about the modifications, but about the impact the modifications have on Concours preparation.
2. Current Competition. This class is for cars that have, within the last 12 months, been driven actively in track competition (such as time trials, DEs or club racing events) and therefore might have a disadvantage compared to a car that is only used on the street or that is a “garage queen.” Acceptable competition is not restricted to PCA events and may include events sanctioned by other organizations such as but not limited to the International Motor Sports Association or the Sports Car Club of America. The entrant must be able to provide documentation of entry into such competitive events within the last year upon request. Note: Autocross is not considered to be competition for purposes of this class.
 3. Limited Production: Factory Exotics and Factory Race Cars. This class includes Porsches made in limited quantities that differ substantially from normal production cars. Examples include the 550 in its various guises along with its descendants as well as cars such as the 959, Carrera GT and 918. This class also includes any of the 900 series of competition cars such as the 904, 906, 917 and 934, and more recently the 911 RSR, GT3 R, GT3 Cup, GT2 RS Clubsport and GT4 Clubsport, etc.; and other racing cars such Formula and Indy cars. Note: This class does not include the many variants of production cars, so special editions of production 911s such as anniversary editions and the Club Coupes, the 911R, the 1973 Carrera RS, the RS America, GT3, GT3RS, GT2, GT2RS and Speedsters are not eligible for this class. Similarly, the 1952 America Roadster, GT4 and Boxster Spyder are also not eligible. This list is not exhaustive, but merely serves to provide a few examples. In general, model variations of production street vehicles are not eligible for this class and must be entered in the classes containing other similar production cars. These cars are considered minor variations for purposes of Concours.

Rationale:

Primarily clarification. This year there have been “debates” at events about what constitutes a SC-1 car, as in how much modification is “enough” to qualify for SC-1. This rule change clarifies the intent of the SC-1 class. Additionally it adds more models to the example lists in SC-3 (of both cars that are included and excluded). Finally, it removes

the option of classifying a car in the “regular” division if it can possibly be squeezed in there as that merely adds confusion and is potentially unfair to the entrants of those divisions.

Late Submissions - REJECTED

These “ideas” were not under formal consideration because they are neither proper proposals nor where they submitted in advance of the deadline. However, the committee thought it reasonable to give some feedback.

Concours

- I propose the addition of a clause that allows for clean grease on seat rails. Often times, lubricating the seat rail brackets can lead to a points deduction. Applying oil on the seat rails is a functionally healthy necessity for the long-term durability of the seat movement. Cleaning it off entirely to a matte and dry finish may be detrimental to causing further friction on the railings and induce surface damage. For me, the core principles of Concours revolve around the reinstatement of “factory-spec” conditions, but should not involve any requirements that would otherwise harm the car’s functional elements.

Reason: What you propose is already current practice/culture. If you have any problems with a judge about this you should speak with your judging team leader and/or the head judge of the event. If that doesn’t go anywhere, then contact the Zone 8 Concours Chair.

Autocross

- Just a thought: perhaps concurrently continuous laps can be permitted for some AX runs (as specifically noted events) so that the elapsed wait times is more worthwhile to one’s turn in the queue. And lap times could also be measured via the continuous lap factored in rather than a standing start.

Reason: Autocross is typically considered a “single-lap” event by most organizations. Zone 8 currently allows multiple lap timing for venues that do not lend themselves to the single lap format. However, the rules committee feels it would be contrary to the goals of the autocross program to allow this generally.