

## 2025 Rule Change Proposals for 2026 Implementation

The proposals presented here are open to review and comment. Please send your comments to the Zone 8 Rules Coordinator at [tb911@tbsoftware.net](mailto:tb911@tbsoftware.net). After the first review period ends on July 31, 2025, the Zone 8 Rules Committee will meet to decide on the merits of these proposals. Afterward, revised proposals will be published, and a second review period will take place from October 1 to October 31, 2025.

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## Driving Events

### Driving Event Proposal #1 – Non-Competitive Class for DE, TT Practice, and Autocross

#### **Current Rule:**

##### II DRIVING EVENT CLASSES

A. Each entrant is responsible for correctly classifying his/her own car. All cars are subject to further scrutiny and reclassification at the discretion of the Zone 8 Rules Committee or the Event Chairperson at any time during an event. If a car is found to be misclassified after timed runs begin, the event shall be scored as if the car did not compete. See Section XI Protests for more information.

B. Car classification serves two purposes. The first is fairness in competition through grouping together cars with similar performance characteristics. Second is to determine the safety equipment required by the vehicle. Classifying a car is a multi-step process. First the entrant must determine which classes from the list in Section II Part C they are qualified to run in. Then they must either verify complete compliance with the class restrictions (in the case of Street Stock and Spec classes) or compile total CC Points (in the case of Points Classes). This rule book takes precedence over any other method of classifying a car.

#### **Problem:**

Many prospective entrants are discouraged by the classification system which is seen as daunting. Often entrants require additional help from registration staff to complete classification. For a prospective attendee who wants to drive for amusement and not competition this additional upfront effort causes them to not complete registration and then the region loses an entrant both for the current and future events.

At the same time the author recognizes the additional role of classification in determining that there is an appropriate level of safety equipment for the vehicle in question based on its performance enhancements

#### **Proposed Change:**

Add a non-competitive class for stock (only) Porsche cars with safety equipment requirements equal to the 0-199 PE points safety equipment requirements.

**Rationale:**

Why a non-competitive class? By being disallowed from competition the competitive reason for classification is eliminated.

Why stock Porsches only? Restricting the class to stock Porsche models ensures that the vehicle will almost always have the necessary safety equipment required for the level of performance enhancement, which in most cases will be below 200 PE points. (A 992 GT3RS with all performance options checked will be slightly higher than 200 PE points.)

Why not use X-class? X-class requires the safety equipment spreadsheet to be filled out, which is an equivalent effort to using the classifying website.

This additional non-competitive class will allow people interested in driving to easily join, potentially increasing event attendance. Once they have experience and knowledge, if they desire to compete or enhance their cars they can then classify their cars as normal for the next stage of their driving.

## Driving Event Proposal #2 – Accept Factory Installed Roll-Over Protection for Non-Porsche Cars at DE and TT

### Current Rule:

#### XIII VEHICLE & DRIVER SAFETY EQUIPMENT

F.

[...]

All “open” cars in Time Trial and DE are also required to have roll bars/cages, except for Boxsters, 996, 997, 991 and 992 cabriolets with less than 200 Performance Equipment Points, since these cars come equipped with factory rollover protection. In parking lot courses this requirement is waived for all “open” cars with less than 200 Performance Equipment Points.

[...]

### Problem:

Many modern non-Porsche convertibles offer similar roll-over protection as Porsche convertibles. This is reflected in the PCA National DE Minimum Standards:

PCA National DE Minimum Standards:

#### 10) Vehicle Standards

##### d) Cabriolet/Convertible Cars

Any make of car delivered with factory installed rollover protection meets the minimum standards for PCA DE events. In these cars, we recommend the soft-top be in the up position or the hard top installed. If the top is in the down position, an SFI and/or FIA approved arm restraint system must be used. If a car does not have factory installed rollover protection, a roll bar or roll cage must be installed, which meets the "broomstick" rule (the driver's helmeted head is below a bar placed on top of the roll bar and windshield). Design, installation and materials of roll bars or cages and their installation must meet PCA Club Racing specifications, contained in Appendix A-Roll Cage Specifications of the PCA Club Racing Rules. All Targa tops must be installed unless there is additional rollover protection. All sunroofs must be in the closed position. The windshield alone is not considered to be factory rollover protection.

By only allowing Porsche convertibles to participate in DE and Time Trial practice we slightly reduce the number of entrants to our events.

**Proposed Change:**

In addition to the Porsche models called out in the roll bar/cage exemption of XIII.F for DE and Time Trial, X-cars with fewer than 200 PE points equipped with factory installed rollover protection are allowed to participate in DE or Time Trial.

**Rationale:**

This will allow less modified cars with factory rollover protection systems to participate in DE and Time Trial events, thereby potentially increasing attendance.

## Driving Event Proposal #3 – Change Performance Enhancement Points Calculation for Weight Reduction

### Current Rule:

#### III ASSESSMENT OF POINTS

BB. Weight of the car below the base car curb weight: In cases where the weight of the car is decreased by more than 1.5 percent of that listed in the Base Points chart (see Appendix E) the Base Points formula shall be recalculated using the new weight figure (along with a new horsepower value, if applicable, see Section III Part M). For weighing, the car should be ready to drive with all fluids (gas, oil, etc) full but no driver. Fluids do not have to be full while participating in the event. All fluids may be topped off, as needed, before weighing. Anything removed for purposes of Section XIII Part N (tools, spare tire, jack, etc) should also be removed for weighing. If these are adequately secured and remain in the car while participating, they may remain in the car for weighing. To account for the 1.5% allowable reduction that is free of penalty, a value of up to 1.5% of the listed curb weight for the base model should be added to the measured weight to determine the new figure for use in recalculating the formula, as long as this total does not exceed the listed weight. See Appendix D for more information.

### Problem:

While a tolerance for cars not taking weight reduction points is needed to account for variances in equipment and manufactured parts, giving an additional 1.5% of the base weight added to the measured weight provides a benefit to cars taking weight reduction that is not presented to cars that have not claimed a weight reduction. The more extreme the weight reduction compared to the stock car the more these free points benefit the car claiming a weight reduction.

Given the formula:

$$(4000 / (\text{Weight}/\text{Horsepower})) + (\text{year of model introduction} - 2010) + (5 \times (\text{width in inches of one front} + \text{one rear standard-equipment wheel} - 12)) = \text{Raw Base Points}$$

Consider a 2012 base Cayman with power mods and weight reduction to equal the power and weight of a 2012 Cayman R. Looking at the power to weight portion of the points calculation:

Cayman R:  $4000 / (2855 / 330) = 462$

Modified base Cayman:  $4000 / ((2855 + 1.5\% * 2932) / 330) = 455$

The modified base Cayman, despite having the same power to weight as the Cayman R has 7 fewer points and therefore 7 additional points to use on other enhancements solely due to having a modified weight.

**Proposed Rule:**

Remove:

To account for the 1.5% allowable reduction that is free of penalty, a value of up to 1.5% of the listed curb weight for the base model should be added to the measured weight to determine the new figure for use in recalculating the formula, as long as this total does not exceed the listed weight.

**Rationale:**

Removing this points bonus will improve competition by keeping the power to weight points calculation consistent for all cars.