

Zone 8 Rule Clarifications

Dated: December 19, 2024

From time to time, the Zone 8 Rules Committee receives requests to interpret or clarify the meaning or intention of the written rules. Those questions 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. For more information on the Rules Change process, please see:

<http://www.zone8.org/events/rules/proposed.php>

Clarification #1 – Living with Factory Belts	3
Clarification #2 – Engine Underdrive Pulley.....	4
Clarification #3 – Racing Seats.....	5
Clarification #4 – Tech Inspections	6
Clarification #5 – Exhaust Change After Engine Swap.....	7
Clarification #6 – Mounting Harness on 911 Seat Rails.....	8
Clarification #7 – Roll Cages/Roll Bars	9
Clarification #8 – Broom Stick Rule for Boxster and 911 Cabs.....	10
Clarification #9 – Coilover Kits, Shocks/Springs, Suspension	11
Clarification #10 – Alternatives to Machining that Lower Your Car.....	13
Clarification #11 – How Do You Measure Track?.....	14
Clarification #12 – Points for Limited Slip Differential, Ceramic Brakes, PDK	15
Clarification #13 – Safety Equipment Parity for Driver & Passenger.....	16
Clarification #14 – 914 Bumper Changes.....	18
Clarification #15 - Points for Aero/Wing Changes.....	20
Clarification #16 – Bench Racer’s Index	21
Clarification #17 – Driving Event Classes.....	22
Clarification #18 – Changes to Wheel and Tire Requirements for SS Classes	23
Clarification #19 – Non-equipment-changing Modifications in SS Classes	24
Clarification #20 – Missing models from the SS classes.....	25
Clarification #21 – DSC Sport Controller	26
Clarification #22 – Control Arm Shims.....	26
Clarification #23 – Factory Seats and Sub-Straps	27
Clarification #24 – Dyno Testing	28
Clarification #25 – Mounting Sub-straps.....	29

Clarification #26 – Schroth 4-point Harnesses 30

Clarification #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. It is called the "CG-Lock" and is available from several on-line sources.

Q:

I'd like some more lateral support so I'm not gripping the steering wheel too hard in corners. Is a torso harness legal to use for AX? What about for TT?

A:

Torso harnesses are not legal in any PCA motorsport. The problem is if you get into a serious accident the torso harness will not restrain you at the same rate as the factory 3 point belts. The likelihood of serious spinal damage or internal organ damage could be very high. This is why they are not recommended for track use.

Locking your 3 point and giving the seat a few taps forward is the best thing you can do to lock yourself in place.

Clarification #2 – Engine Underdrive 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 for cars running in CC classes. 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 performance equipment 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.

However, this modification is **not** allowed in SS classes.

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

Q:

Does one have to take points (through dyno pulls assuming it increases power) for adding an underdrive pulley in CC classes?

A:

No, unless you are dynoing the engine because of other modifications or in the case of an engine swap. Then the resulting dyno number is the number you have to use. Underdrive pulleys are not specifically called out as an "a la carte" modification, and are usually used more to help the reliability of the power steering pump and the alternator.

Clarification #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.

Q:

Racing seats are a safety item. Are they allowed in SS Classes?

A:

The Street Stock definition (Section II, Part C.1) says:

*"Safety and/or reliability modifications are allowed provided they do not provide **any** performance advantage over a stock vehicle (subject to Tech or Event Chair review).*

*The following are specifically **not** allowed:*

g) Reduction of weight by removal or swapping out of any stock components (with the exception wheels and tires as outlined above).

h) Any other aftermarket performance enhancement"

Racing seats are usually lighter than stock and provide a performance advantage over most factory seats, and therefore are NOT allowed in SS classes.

Clarification #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.

Clarification #5 – Exhaust Change After Engine Swap

Q:

Section III Part M of the rules states that rather than taking individual points for parts D through L, 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 exhaust changes.

Clarification #6 – 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.

Clarification #7 – Roll Cages/Roll Bars

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).

Q:

Are roll cages allowed in Street Stock classes?

A:

Street Stock is for "as delivered" cars with no modifications, except for non-stock tires down to 201 treadwear, and any option which was available from the factory for that model and year. So only cars that had roll bars as a factory option are allowed in Street Stock. These classes are expressly for members who DON'T want to modify their cars to compete.

The Street Stock definition (Section II, Part C.1) says:

*"Safety and/or reliability modifications are allowed provided they do not provide **any** performance advantage over a stock vehicle (subject to Tech or Event Chair review).*

*The following are specifically **not** allowed:*

h) Any other aftermarket performance enhancement"

A roll bar or cage stiffens the chassis, therefore it is a performance enhancement and is not allowed in SS classes. However, a Brey-Krause roll bar extension would be ok as it doesn't change the stiffness of the chassis.

Clarification #8 – Broom Stick Rule for Boxster and 911 Cabs

Q:

Do the Boxster, 996, 997, 991 & 992 cabriolets 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.

Clarification #9 – Coilover Kits, Shocks/Springs, Suspension

Q:

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

A:

Just springs. Because the shocks 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.

Q:

What replacement shocks are allowed for SS classes? For example can a coil-over shock be used as replacement for stock shocks?

A:

Only US spec factory shocks (including US spec M030) are allowed in SS classes. Coil-overs are never allowed as a replacement because they are not from the factory and they always require a spring change to aftermarket springs, which is NOT allowed in SS classes.

Q:

What replacement shocks are allowed without points in the CC class? Does "more than a single mode of adjustability" mean shocks that have a separate adjustment for bump and a separate adjustment for rebound? Penske's, Koni's, etc. Does the Bilstein PSS9/PSS10 shock fall under (O.) in the points category, as this shock does not have a separate reservoir and has only one mode of adjustability?

A:

In CC classes, any shock which does NOT have external reservoirs and only single mode adjustability (only one dial/one adjustment) are free of points, so PSS9's and PSS10's do not incur Shock points because they only have one adjustment (combined compression/rebound). However, as mentioned above, ALL coil-over applications will incur 30 points for aftermarket springs.

Q:

I see the rules say to take 10 points for "Suspension Changes to lower a Car that require Machining, Welding, etc. or their equivalent. (10 pts)". I assume that cutting the springs would fall within this category as ". . .etc. or their equivalent. . . ."

A:

No. Cutting the springs would be classified as "Non-stock springs", so 15 points if they are factory springs from some other model within the model series, 30 points otherwise.

Q:

Are there any restrictions in the SS classes to lowering vehicles to ROW ride height? As vehicles age, shocks will be replaced, and most people will adjust their vehicle to a ride height that is lower than the original US (SUV) vehicle spec.

A:

Only US spec factory suspensions are allowed in the SS classes, so spring changes of any kind (including ROW) are NOT allowed. However, complete US spec M030 suspensions ARE allowed.

Q:

In SS, where you can use USA spec factory options installed after delivery, can I use part of a package or does it have to be the entire package? I am thinking of putting a USA M030 suspension on my Boxster and want to do it in phases. So can I for instance just do the M030 sway bars first and then later add the M030 springs and struts and stay in SS?

A:

Because SS classes are supposed to be for cars in stock/factory configuration (with or without optional packages), you are supposed to add factory option packages in their entirety. To do just part of a package (like just a larger rear sway bar, or stiffer sway bars only) would be considered tuning, which is not allowed in SS.

Clarification #10 – 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.

Also, if the spindles have been altered to increase the camber of the suspension, points must also be taken for camber change per Section III, Part V.

Clarification #11 – 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.

Clarification #12 – Points for Limited Slip Differential, Ceramic Brakes, PDK

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. This also includes any of the newer cars that come equipped with PTV or PTV+.

Q:

My 2006 Cayman S came spec'd with PCCBs. Do I need to take 20 point penalty for this?

A:

Yes, all ceramic brakes take 20 points, whether installed at the factory or after the fact.

Q:

The car classification system automatically added points to my car for PDK. I would like to verify this would only effect cars running in CC classes, where you have to add points, and not effect SS classes where points don't matter as long as you are not modded?

A:

Yes, all cars with PDK must take points, whether they came as standard on that model or came as a factory option. No, the PDK points don't affect/apply to SS car classes.

Clarification #13 – 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 that meet the requirements shall be made to both sides in an instructor's car for Time Trials and DE's.***

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).

For Autocross, it is not required to have identical restraint system so long as both the driver and passenger side meet the minimum safety requirements for the car. For Time Trial and DE, both Student and instructor shall have the same type of restraint system.

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. 5 or 6-point harnesses are allowed at Autocross events, but they are not required."

Section VII Part B Paragraph 4 now REQUIRES an instructor's car to have safety equipment on both sides which meets the requirements dictated by the number of Performance Equipment Points the car has.

For TT's and DE's, Section XIII Part A also requires a student's car to have the same kind of restraint system on both sides.

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.

Clarification #14 – 914 Bumper Changes

Q:

I have a '75 914 with late model bumpers. I am debating on whether to switch to early model factory steel bumpers ('70-'74) or switch to fiberglass bumpers for less weight. If I backdate the car to early factory bumpers, do I take points for weight? If I make the switch to fiberglass bumpers, do I take points for both weight and points for aftermarket?

A:

The applicable rules section is:

"IV Update/Backdate

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. Major assemblies such as engines, brakes, suspension or transmissions may be substituted with parts from another car within the series. Cars that are updated or backdated shall have all major assemblies updated and changed as a whole, or take the appropriate Performance Equipment Points for any differences in base physical properties. Under those circumstances, the car is eligible to start with the same Base Points as the model to which it has been modified to match, and then the appropriate Performance Equipment Points and Tire Size Points added as applicable to obtain the final classification.

.

.

.From Appendix B:

914: All"

So what this all means is that, for switching to stock '70-'74 bumpers, you basically have two options:

- 1) Leave your car classified as a '75 914 (1.8?), and take points for reduction in weight, or
- 2) Backdate your car to a '74 914 1.8L (I presume you're not planning on installing a '70-'73 1.7 engine) and re-classify it as a '74 914 1.8L (when you "Add a New Car" in the car classification website, it gives you the option of listing the new classification as well as the actual vintage of the car). Should you backdate the car, you will have to make sure that any other performance differences (weight, suspension, motor, aero) have also been backdated.

Having said all that, if you backdate to '74, there would be a 3 point INCREASE in points (due to more favorable hp/weight). The actual difference

in weight between the two model years is 67 lbs, which is more than the "free" weight reduction of 1.5% (33 lbs., for your car). If you go the '74 stock bumper route, and the actual difference is less than 33 lbs, and you make no other weight changes, you would take NO points for the change.

If you switch to fiberglass bumpers and they are essentially the same shape as stock, you only have to take points for weight reduction; if they incorporate a spoiler, then you will also have to take points for aero (10 points if they were a factory option within the model series, 40 points if they were aftermarket).

Clarification #15 - Points for Aero/Wing Changes

Q:

I have a purely aesthetic wing replacement - it is literally an inch longer of a ducktail. I don't think this provides any advantage on autocross, it was simply for looks. I don't think I should receive a point penalty for this. What is the correct ruling?

A:

As far as your spoiler, any non-stock aero aid is 10 points if was available within the model series, 20 points if it was adapted from some other factory North American street model, and 40 points for any aftermarket or race car items. The way the rules are currently written, the size of the wing or spoiler doesn't matter, and there are no guidelines to allow anyone to "decide" whether it actually adds a performance advantage at a given venue.

Clarification #16 – Bench Racer’s Index

Q:

When I look at the BRI for my car in SS classes, it is often different from the BRI for my car in CC classes. Why is this?

A:

The BRI number for both SS classes AND CC classes are based on the **maximum possible** CC points in that class. SS classes try to group cars with similar performance (and similar CC points), but there will always be a points spread within an SS class. So for CC09, the BRI is set based on 649 points. For SS04, the BRI is set based on whatever the highest points car is in that class (with stock equipment), and this number may or may not correspond to a CC class boundary. Just like a CC09 car with less than 649 points, some of the cars in SS04 may be at a slight disadvantage, but there is really no way to fix this without giving every model its own class (which is almost the system we had in the past). So at least this method tries to treat CC and SS classes in the same manner.

What this means is that a person who really cares about BRI should compete in whatever class (CC or SS) which gives them the lowest BRI index. Or run the highest point car in an SS class.

In the grand scheme of things, we hope that folks care more about the fairness of the REST of the rules WITHIN CC or SS, and try to remember that the BRI is not life itself. We try to make it as fair as possible, but at the end of the day, it's just a bench racing game...

Clarification #17 – Driving Event Classes

Q:

I do not understand why our classes do not match national classes.

A:

Technically, the only national driving series event rules are for club racing. However, there are Parade Competition Rules for the AX held at the annual national Porsche Parade. These rules try to group cars of similar capability and era, but are mostly for a once a year "fun AX" and do not support a truly competitive year-long series.

Another complication is that Zone 8 also has a Time Trial series, for which there is **no** national rules equivalent.

We used to have a vintage & model based class system, which was more similar to the Parade Rules, but in events smaller than the National Parade AX, we ended up with a lot of classes with only one car and not a lot of competition. It was even worse for TT events. Fine if everyone wants a trophy, but it often didn't mean much.

So a couple of years back some members attended some Zone 7 events and really like their "CC" system, as it allowed different model cars and cars from different eras and with different levels of preparation to compete with each other. However, we felt the need to retain a Street Stock class so that relatively new cars in street tires (and often new drivers) would not have to compete with class-optimized cars on sticky tires.

Initially our SS classes started out somewhat similar to the Parade SS classes, with some consolidation to compensate for smaller fields. Overtime, however, they have diverged. This is because as new models were released each year we would rebalance the classes based on the CC points of the cars, grouping cars together that have similar CC points. This (and class participation size) are the main reason our SS class groupings are different today from the Parade SS classes.

Clarification #18 – Changes to Wheel and Tire Requirements for SS Classes

Q:

What is going on with the wheel and tire requirements changes in the SS classes for 2017?

A:

The creation of 200 TW SCCA "Showroom Stock" tires had created a situation where members who run the OEM tire or other regular street tires are unfairly disadvantaged, and must purchase the faster tires in order to be competitive. And there had been a lot of heartburn among the general PCA membership as to how much car setup "gaming" had sometimes gone on in the SS classes.

After much deliberation, the Rules Committee came to the conclusion that the PCA SS classes should focus on creating a fair environment for people who just want to run a completely stock street car, and concentrate on driving and having fun. By the SS class structure's very nature, the wide grouping of cars is not conducive to "close" competition. Therefore, the new rules changed the wheel and tire requirements to factory OEM wheels, tires to factory specs (bringing us in line with Parade Rules, by limiting these sizes to what was available on the car from the factory), and treadwear restrictions which effectively eliminated the use of SCCA Street Stock "Tire Wars" tires from PCA SS classes.

Starting in 2017 wheels must be factory wheels available for cars in the model series; aftermarket wheels are no longer allowed. Tires must be factory standard or option sizes for the model series (for more information on Model Series, please see Appendix B of the Zone 8 Driving Event rules). OEM/N-spec tires below 200 tread wear are no longer allowed in SS classes. Non-OEM/non-N-spec tires below 201 tread wear are no longer allowed in SS classes.

Clarification #19 – Non-equipment-changing Modifications in SS Classes

Q:

We had a person in running an event in SS with their factory sway bar disconnected. Is this allowed?

A:

No. The Street Stock definition (Section II, Part C.1) says:

"The following are specifically not allowed:

e) Any modification to the suspension except if installing a complete factory sports suspension that was available as an option for the specific model and year of the car."

Disconnecting the sway bar constitutes a modification of the suspension, and therefore is not allowed in SS classes. In general, if you are making *any* modification to your car, you should be running in CC classes.

Clarification #20 – Missing models from the SS classes

Q:

Why are some models missing from the SS class list?

A:

The Street Stock definition (Section II, Part C.1) says:

In general, Street Stock is for modern production cars; specifically, those listed in Appendix A. (Models not listed are not allowed.) As a model ages, fewer and fewer examples remain that are unmodified and therefore fit within the Street Stock restrictions. Consequently, once a model hits 20 years old, the Rules Committee will evaluate participation levels with that model car and remove it from the Street Stock classes as appropriate.

So as you can see in the above, most models 20 years old and older do not have a place in Street Stock. Of the newer cars, the models such as these are not in Street Stock: Carrera GT, 918, Cayennes, Macans, Taycans and the 991 GT2RS. Most of these are not in the CC classes either, that is, they are not listed in the Points Model Chart. Since the SS classes are organized by performance points for the models, cars that don't have any points assigned cannot be assigned to an SS class. The one exception to this is the 991 GT2RS, which has so many points that it is excluded from Street Stock because there are no comparable other Street Stock cars with which to class it with.

Q:

So why are Panamera's in the Street Stock classes and in the Points Chart for CC classes? Why them but not Macan, Cayenne, Taycan?

A:

Primarily because Panamera's are allowed in PCA Club Racing. Since they are legal for club racing, the Rules Committee recognizes that some club members may wish to enter them in Autocross or Time Trial to compete against other makes and models and to modify them to increase their performance potential; including running them in CC classes after they are modified for club racing. Also, with their lower center of gravity and wider track, they are safer to modify for performance than the SUVs.

Clarification #21 – DSC Sport Controller

Q:

Is the DSC Sport controller (swapped for the PASM control box) a "suspension modification/enhancement", or is the DSC Sport controller considered to be a "non-stock PASM"?

A:

This is considered to be a "non-stock PASM"

Clarification #22 – Control Arm Shims

Q:

Is use of control arm shims for more camber front and rear in the GT3 considered a "suspension modification."

A:

NO, not in this case. With a GT3 the suspension mods are already covered in the GT3 package points you must take. The shims don't incur more points because that is how the camber is modified.

Clarification #23 – Factory Seats and Sub-Straps

Q.

In my 991.2 GT3 equipped with factory carbon fiber LWB seats the driver's seat has a factory cutout in the carbon fiber seat for the sub-marine strap, but the passenger seat does not. How can I add 5/6pt harnesses to the car without violating the equal protection rule and without replacing the seats?

A.

In the case where the Porsche factory produces two versions of the same seat, with and without a cutout for a sub-strap, it is permissible to add the cutout, as long as it is done in the same manner as at the factory.

If the seat has a punch out for the substrap, it is permissible to remove the punch out.

This does not apply to seats (factory or aftermarket) that did not originally come with a sub-strap cut out.

Clarification #24 – Dyno Testing

Q.

If I have my car dyno tested and use the horsepower rating in my points calculation, do I also have to take points for muffler changes, removing the cat, etc.?

A.

No, you do not. Dyno testing takes into account the complete engine setup, from intake through exhaust. In fact, if you change anything after you have your dyno test performed, you invalidate the results of that test and need to have the test redone (the numbers will no longer be valid).

Clarification #25 – Mounting Sub-straps

Q.

Is it acceptable to mount a sub-strap to the seat?

A.

No, for cars that require a 5 or 6-point harness (more than 200 performance points), this is not acceptable. Additionally, whether required or not, safety equipment must always be installed according to the manufacturer's instructions.

From the Zone 8 Rule Book:

*"Attachments must be to the car itself **and not to the seat frames.**"*

From the PCA DE National Minimum Standards:

*"- SFI or FIA-approved competition harnesses of five or more attachment points are required and must be properly **mounted in accordance with the manufacturer's specifications and instructions**, including harness attachment points and shoulder strap mounting."*

*"- Harnesses **may not be mounted to the seat or seat rail**. Mounting must be to the chassis backed by large diameter washers (if stock mounts are not used) or to the roll bar. "*

Clarification #26 – Schroth 4-point Harnesses

Q.

Is the Schroth ASM system considered to be equal restraints with respect to a FIA/SFI approved system?

A.

From the Zone 8 Rule Book:

"Also, for Time Trial and DE the same type of restraint system is required for both driver and passenger. "

However, to answer the question, no, it is not.

The national PCA DE Minimum standards explicitly state that "equal protection" does not mean that driver and passenger need to have identical 5-, 6-, and 7-point harnesses. For example, the driver could have a 5-point harness and the passenger a 6-point harness.

However, the Schroth 4 pt systems do not qualify as equal to a FIA/SFI system. For the purposes of this rule, Schroth systems are considered to be equivalent to factory seat belts.

Q.

Can a sub-strap be added to a Schroth ASM system?

A.

The answer to this is "no." There is no indication in the Schroth documentation that a sub-strap may be added to a Schroth ASM system. As a reminder, all safety equipment must be installed according to manufacturer instructions. Until documentation can be presented that demonstrates this is an allowable option, this is therefore not a legal addition to a Schroth ASM system.