

## **Zone 8 Rule Clarifications – 2009**

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

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

Request #1 – Living with Factory Belts .....	2
Request #2 – Engine accessory pulley.....	3
Request #3 – How to move Turbo-look 993 back into Stock class .....	4
Request #4 – Racing Seats .....	5
Request #5 – Tech Inspections .....	6
Request #6 – Exhaust change after Engine Swap.....	7
Request #7 – Seat belt age .....	8

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

Q:

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

A:

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

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

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

Q:

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

A:

Yes, this is acceptable under the rules.

The rules state:

### III ASSESSMENT OF PENALTY POINTS

.....

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

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

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

### ***Request #3 – How to move Turbo-look 993 back into Stock class***

Q:

I have a stock 1996 C4S that has the following points:

Increased track-	2
Increases tire width-	2
LSD-	2
Non-stock brakes-	2
Non-stock aero device-	2

This makes it a 10 point car in NP and the rules require racing seats and harnesses. How can I change the car so it is NS and I can run 3-point harnesses at time trials. I don't want to buy racing seats and harnesses. Do you have any ideas?

A:

Here are two options: You can install 265 rear tires in place of your 285's which will give you less rear stick or you can install 996C4S or 996TT rear wheels which have a different offset. This change in offset changes the increase in track from 2.4 inches (2-points) down to 1.9 inches (Zero points for track).

The second option costs more but makes a better handling, updated look in addition to the 2 less points.

## ***Request #4 – 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 them to be installed correctly according to the manufacturer's instructions. So no, we don't require any specific manufacturing date.

## ***Request #5 – 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 can be a learning tool for the regions and their officials, as well as for the drivers. We encourage the regions to re-examine their tech inspection procedures for effectiveness. However, ultimately it is the driver's responsibility to make sure the car is adequately prepared.

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

## ***Request #6 – Exhaust change after Engine Swap***

Q:

Section III Part K of the rules states that rather than taking individual points for parts E through J, in cases of whole engine swap-outs one can just take points for horsepower. It further states that no modifications can be made to this engine. Does that mean one must run the original exhaust for that engine?

A:

No, as changing the exhaust is a no-points modification, part K does not require you to run the original exhaust after an engine swap.

## ***Request #7 – Seat belt age***

Q:

FIA-labeled belts are valid for five [5] years from last day of the year of manufacture according to FIA rules. Do we follow this precedent or are we measuring belt life to the exact day. In other words, do belts manufactured on June 6, 2005 expire on June 6, 2010 or Dec 31, 2010?

A:

The belts are good through the end of the year they expire, Dec 31.