

Final Rule Change Proposals for 2010

Rules proposals from the membership were collected and placed for public review and comment from February to August 2009. The rules committee then met, discussed and generated their own proposals based on an analysis of the proposals from the membership and the commentary they generated. That new set of proposals was then returned to public display for further comment. This is now the final result of the complete process.

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AX, TT & DE

Driving Events Proposal #1 –Street Stock and Base Classes

Current Rules:

II DRIVING EVENT CLASSES

B. Base classes

- A All push-rod 356, 912, 914 1.7 & 1.8
- C 914 2.0, 912E, 924
- F All 4-Cam 356, '65-'68 911 & 911L 2.0, '69-'71 911E 2.0 & 2.2, '68-'73 911T 2.0, 2.2, & 2.4
- G 944 2.5 & 2.7, 924S 2.5, 924 Turbo 2.0, 944S 2.5
- H '67-'69 911S 2.0, '70-'71 911S 2.2, 914-6 2.0, '74 -'77 911 & 911S 2.7, '74-'75 911 Carrera 2.7
- I '78-'83 911SC 3.0, '72-'73 911S 2.4, '72-'73 911E 2.4, '78-'84 928 & 928S
- J '84-'89 911 Carrera 3.2, '86-'88 944 Turbo 2.5, '85-'86 928S, '89-'91 944S2 3.0
- K '76-'77 930 Turbo, '87-'95 928 (all), '88 944 Turbo S, '89 944 Turbo, '89-'94 964 Carrera 2&4, 968
- L Boxster 986
- M 986 Boxster S, 987 Boxster, Cayman
- N '78-'92 930 & 911 Turbo, 993, '99-'01 996, 987 Boxster S, Cayman S
- O '02-'04 996, 997 Carrera
- P 1994 911 Turbo, 993 Turbo, 996 Turbo , 997 Carrera S, 997 Turbo
- Q 996 GT2, 996 GT3, 997 GT2, 997 GT3

C. Class progression definitions are as follows:

1. STREET STOCK CLASSES

Street Stock is divided into two sub-classes, roughly based on vehicle age:

- A. For classes K - Q. The purpose of this sub-class is to provide a class for the newer car that is kept "as is" and that has very few options or aftermarket improvements. The car must be registered for street use.

This class is open to any car having 0-2 modification points inclusively (as determined in Section III) except that the following modifications are not allowed in Street Stock:

- a) Any DOT street legal tire with a tread wear rating of less than 140 (even if delivered as stock factory or OEM equipment)
- b) Any tire that is not street legal
- c) Modification or removal of catalytic converter
- d) Modification or replacement of factory airbox or filter to increase flow
- e) Headers
- f) Any non-stock suspension improvement (including, but not limited to, items in Section III Parts N, O, P, Q, R, S, Y, AA)
- g) Aftermarket mass airflow kits
- h) DME chips
- i) Modifications that require 100+ octane fuel
- j) Lightweight flywheels
- k) Removal of weight, and/or redistribution of weight (other than for Section XIII Part L)

D. Classification changes due to modification point totals:

		0-2		0-8		9-20		21-40		41-54		55-74		75+
↗	⇒	QS/S	⇒	QS	⇒	QP	⇒	QI	⇒	↘				
↑	⇒	PS/S	⇒	PS	⇒	PP	⇒	↘		↓				
↑	⇒	OS/S	⇒	OS	⇒	OP	⇒	OI	⇒	↘				
Novice 3	⇒	NS/S	⇒	NS	⇒	NP	⇒	↘		↓				
↗	⇒	MS/S	⇒	MS	⇒	MP	⇒	MI	⇒	↘				
Novice 2	⇒	LS/S	⇒	LS	⇒	LP	⇒	↘		↓				
↗	⇒	KS/S	⇒	KS	⇒	KP	⇒	KI	⇒	KM	⇒	↘		
↑	⇒	JS/S	⇒	JS	⇒	JP	⇒	↘				↓		
↑	⇒	IS/S	⇒	IS	⇒	IP	⇒	II	⇒	IM	⇒	↘		
↑	⇒	HS/S	⇒	HS	⇒	HP	⇒	HI	⇒	↘		↓		
↑	⇒	GS/S	⇒	GS	⇒	GP	⇒	↘		↓		↓		
↑	⇒	FS/S	⇒	FS	⇒	FP	⇒	FI	⇒	↘		↓		
↑	⇒	CS/S	⇒	CS	⇒	CP	⇒	↘		↓		↓		
Novice 1	⇒	AS/S	⇒	AS	⇒	AP	⇒	AI	⇒	AM	⇒	AR-1	⇒	AR-2

Proposed Rule:

II DRIVING EVENT CLASSES

B. Base classes

- A All push-rod 356, 912, 914 1.7 & 1.8
- C 914 2.0, 912E, 924
- F All 4-Cam 356, '65-'68 911 & 911L 2.0, '69-'71 911E 2.0 & 2.2, '68-'73 911T 2.0, 2.2, & 2.4
- G 944 2.5 & 2.7, 924S 2.5, 924 Turbo 2.0, 944S 2.5
- H '67-'69 911S 2.0, '70-'71 911S 2.2, 914-6 2.0, '74 -'77 911 & 911S 2.7, '74-'75 911 Carrera 2.7
- I '78-'83 911SC 3.0, '72-'73 911S 2.4, '72-'73 911E 2.4, '78-'84 928 & 928S
- J '84-'89 911 Carrera 3.2, '86-'88 944 Turbo 2.5, '85-'86 928S, '89-'91 944S2 3.0
- K '76-'77 930 Turbo, '87-'95 928 (all), '88 944 Turbo S, '89 944 Turbo, 968, '89-'94 964 2&4, 964 Speedster, 964 American Roadster, 964 RS America, 964 Turbo look
- L Boxster 986
- M 986 Boxster S, 987 Boxster, Cayman
- N 987 Boxster S, Cayman S
- O '78-'92 930 & 911 Turbo, 993 2&4, 993 C2S, 993 C4S, '99-'01 996
- P '02-'04 996, 996 C4S, 997 Carrera
- Q 1994 911 Turbo, 993 Turbo, 996 Turbo, 997 Carrera S, C4S, 997 Turbo
- R 996 GT2, 996 GT3, 997 GT2, 997 GT3

C. Class progression definitions are as follows:

1. STREET STOCK CLASSES

Street Stock is divided into two sub-classes, roughly based on vehicle age:

- A. For classes K - R. The purpose of this sub-class is to provide a class for cars to participate "as delivered", without need or reason for modification to be competitive. The car must be registered for street use.

The following are specifically allowed in Street Stock:

- a) Any US Spec factory original equipment, whether stock or optional, for that model car. Factory options (not aftermarket products, except wheels) may be installed after delivery of the vehicle only if they were originally available for that year and model.
- b) Aftermarket wheels, including any resulting increase in tire width or track, however, Section XIII SAFETY CONSIDERATIONS Part I requires that the tire must be covered by the fender.

The following modifications are specifically not allowed:

- a) Any aftermarket enhancement listed in Section III that is not mentioned in the above list of allowed modifications.
- b) Tire tread wear ratings less than 140 or less than the OEM tire tread wear for the car model, whichever is lower.
- c) Any tire that is not street legal
- d) Modification or removal of catalytic converter or aftermarket replacement of original mufflers
- e) Modification or replacement of factory airbox, air intake system or filter to increase flow
- f) Headers or aftermarket exhaust
- g) Aftermarket mass airflow kits
- h) DME chips, ECU flashing or other engine management reprogramming
- i) Modifications that require 100+ octane fuel
- j) Lightweight flywheels
- k) Enlarging fenders beyond factory dimensions.
- l) Removal of weight, and/or redistribution of weight (other than for safety reasons)
- m) Any other aftermarket performance enhancement

D. Classification changes due to modification point totals:

				0-8		9-20		21-40		41-54		55-74		75+
↔	⇒	RS/S	⇒	RS	⇒	RP	⇒	↓						
↑	⇒	QS/S	⇒	QS	⇒	QP	⇒	QI	⇒	↓				
↑	⇒	PS/S	⇒	PS	⇒	PP	⇒	↓		↓				
Novice 3	⇒	OS/S	⇒	OS	⇒	OP	⇒	OI	⇒	OM	⇒	↓		
↔	⇒	NS/S	⇒	NS	⇒	NP	⇒	↓				↓		
↑	⇒	MS/S	⇒	MS	⇒	MP	⇒	↓				↓		
Novice 2	⇒	LS/S	⇒	LS	⇒	LP	⇒	LI	⇒	LM	⇒	↓		
↔	⇒	KS/S	⇒	KS	⇒	KP	⇒	KI	⇒	↓		↓		
↑	⇒	JS/S	⇒	JS	⇒	JP	⇒	↓		↓		↓		
↑	⇒	IS/S	⇒	IS	⇒	IP	⇒	II	⇒	IM	⇒	↓		
↑	⇒	HS/S	⇒	HS	⇒	HP	⇒	HI	⇒	↓		↓		
↑	⇒	GS/S	⇒	GS	⇒	GP	⇒	↓		↓		↓		
↑	⇒	FS/S	⇒	FS	⇒	FP	⇒	FI	⇒	↓		↓		
↑	⇒	CS/S	⇒	CS	⇒	CP	⇒	↓		↓		↓		
Novice 1	⇒	AS/S	⇒	AS	⇒	AP	⇒	AI	⇒	AM	⇒	AR-1	⇒	AR-2

Rationale:

For 2008, there was a big change to the rules where all factory options were penalized equally with their after-market equivalents. While this certainly may be more fair for all cars that have third party enhancements and cars that have neither factory options nor aftermarket enhancements, it undermined the purpose of Street Stock. Street Stock was intended to be a place where you could "arrive and drive" with your car as it pulled out of the showroom floor. Frequently it has new drivers, drivers that don't know or understand the rules. The rules as they stand today will make many showroom original cars ineligible for Street Stock, leading to much confusion and frustration. New driver's will "accidentally" be in the wrong class, and subsequently bumped into higher classes for reasons they don't understand. The ability for many show-room original cars with new drivers to be competitive (and fun) was accidentally lost. One obvious example is the 993C4S – which is 10 points when you add up all the enhancements over the base model.

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

This puts the car into NP, without the owner having done a single thing to it!

Note: This is just one example. This proposal is not about this car specifically, but about all cars that have factory options.

The rule as written excludes any factory car with more than 2 points in options (and/or anything specifically excluded) from running in Street Stock. Does this meet the goal of "arrive and drive, anything off the showroom floor?" Obviously not. This proposal is to repair this oversight. Basically, it does two things.

First, it exempts Street Stock from any points calculations, instead replacing that with an explicit list of can/can't do enhancements. The "can't do" list is nearly identical to the current version, perhaps a little more restrictive. The wording is updated to cover modern examples. (Another goal is to prevent people from "building" a car for S/S.) The "can do" list is expanded to all factory options, as well as tire and rim sizes. Tire and rim size are frequent and common changes that new drivers like to make for aesthetic reasons and these changes should not prevent them from running Street Stock. (Track changes come from changes in offset with different rims).

Second, this proposal shakes up the class structure. Another problem with the current rules is that, to continue with the above example, the 993 C4S currently has 10 points. Just allowing options in S/S doesn't address this.

Change to an aftermarket sway bar and the car jumps from S/S right back to NP, which has consequences with required safety gear, etc. This proposal declares these types of cars as "base classes" thereby defining them as having zero points. Thus, when the owners do start making changes, they progress from S/S into Stock, as would be expected. Examining event data shows that most of the difference in the S/S class performance is due to the driver, not the differences between the models.

Additionally, all Boxster/Cayman cars are given their own classes. This corrects the imbalance cars in the current N class, which has grown extremely large with the popularity of these cars.

The result of this proposal will be a much clearer and fairer way to classifying cars for Street Stock and a return to the original intention for this class. The new member or new driving event attendee is a very important person. We need to ensure that they enjoy themselves and leave our events feeling good about them, so that they return time and time again.

Driving Events Proposal #2 – Fire Extinguishers for SS and S classes in TT/DE

Current Rules:

XIII SAFETY CONSIDERATIONS

- K. A securely fastened 2.5 Halotron; 2-lb. Halon or 10-BC rated dry chemical fire extinguisher is required for Time Trials and DE. For parking lot courses, this requirement is waived for Street Stock and Stock classes. They are strongly recommended for all cars in all events. They must be fully charged and accessible to the driver. Any built-in or on-board system that meets these minimums is also acceptable. This may include Aqueous Film-Forming Foam (AFFF) systems.

Proposed Change:

XIII SAFETY CONSIDERATIONS

- K. A securely fastened 2.5 Halotron; 2-lb. Halon or 10-BC rated dry chemical fire extinguisher is required for Time Trials and DE, for all cars in Prepared or higher classes. They are strongly recommended for all cars in all events. They must be fully charged and accessible to the driver. Any built-in or on-board system that meets these minimums is also acceptable. This may include Aqueous Film-Forming Foam (AFFF) systems.

Rationale:

We have a number of rules that have served us in the past, but as times have changed, they are no longer able to be justified. This is one of them. The requirement for in car fire extinguishers came from a time when most Porsches driven at our track events were at significant risk for car fires. Those were the days of carbureted engines and the early fuel injected engines. Those cars are now rare at our events. Particularly in S/S or S classes.

At the same time that those more fire prone cars were common, it was also common for our cars to drive on a track with 8-10 corner worker stations, and only have 3-4 stations manned, and then with event participants as volunteer corner workers. We now have full staffing of corner workers at our track events by paid professionals. The risk of a car fire in S/S or S car these days is miniscule.

Finally, SS and S car owners are the most concerned about their interiors and therefore the most likely to have an inadequate or improper installation. A loose fire extinguisher would be very dangerous object in a crash situation.

Driving Events Proposal #3 – OEM Seatbelts

Current Rule:

XIII Safety Equipment

A. For all Autocross entrants and Time Trial / DE entrants in classes Street Stock and Stock, fully functional DOT approved OEM style 3 point seatbelts are required. Factory belts more than 20 years old, or visibly frayed or damaged at any age, must be replaced with new belts. Replacement seatbelts must be DOT approved.

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 a vehicle does not require a 5 or 6 point harness).

Proposal:

XIII Safety Equipment

A. For all Autocross entrants and Time Trial / DE entrants in classes Street Stock and Stock, 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 a vehicle does not require a 5 or 6 point harness).

Seat belt inspection shall include checking:

- a) If seat belt webbing is frayed, split, or torn.
- b) If belt anchorages or attachment fittings are loose, badly corroded, missing, or not fastened to belt.
- c) If belt buckles loose or inoperative.
- d) That all seat belt anchor bolts are securely fastened to floor.
- e) If seat belt will adjust to allow proper fit.

Rationale:

It is overly stringent to require older 356, 911, 912, 914, 944 etc models that are primarily street driven to replace original equipment seat belts. If they are legal for the street, i.e. no tears, wear marks and functional they should pass tech. Additionally, this proposal is similar to the SCCA rules, so it is not without precedent.

Concours

Concours Proposal #1 – Wash and Shine Classes

Current Rule:

Section III Car Classification

Wash & Shine Division

W&S-1 All 356

W&S-2 911-912 (1965-1973) 911-911 Turbo, 930, 912E (1974-1983)
914-4, 914-6

W&S-3 911-Carrera & Turbo (1984-1989) 911-Carrera & Turbo, (1989-
1998: 964, 993)

W&S-4 All 924, 928, 944, 968

W&S-5 All Boxster, Cayman, 996, 997, GT2, GT3, Cayenne, Panamera

Proposed Rule:

Section III Car Classification

Wash & Shine Division

W&S-1 All 356

W&S-2 911-912 (1965-1973) 911-911 Turbo, 930, 912E (1974-1983)
914-4, 914-6

W&S-3 911-Carrera & Turbo (1984-1989) 911-Carrera & Turbo, (1989-
1998: 964, 993)

W&S-4 All 924, 928, 944, 968

W&S-5 All Boxster, Cayman

W&S-6 996, 997, GT2, GT3

W&S-7 Cayenne, Panamera

Rationale:

W&S 5 is getting pretty big, both in numbers and in variety of car models. Time to split it up into more manageable sizes and into classes that are more fair for judging purposes.

Concours Proposal #2 – Year end awards

Current Rule:

VI AWARDS:

- B. To be eligible for a year-end award, a participant must have earned at least 300 service points and have competed in at least 51% of the Zone 8 Concours events.

Proposed Rule:

VI AWARDS:

- B. To be eligible for a year-end award, a participant must have earned at least 300 service points and have competed in at least 51% of the Zone 8 Concours events OR at least four Zone 8 Concours, including at least one out-of-state Zone 8 Concours.

Rationale:

This proposal gives two attendance methods for the concours entrant to qualify for the year-end series. Hopefully, this will both encourage more series participation by the membership and more regions to host events in the series.

Concours Proposal #3 – Judges Qualifications

Proposed Rule:

Section IV Judging

Part M.

Starting in 2011, all judges must attend a Concours judging school at least once every three years or their judging privileges will be suspended.

Rationale:

There are a number of judges who have not been to a judges school in many years and their judging is suspect from the point of view that outdated judging standards are being employed. Regular attendance at a judging school will help alleviate this problem. Consistent judging is one of the keys to a quality event that keeps attendees returning time after time.