

What happened to my proposed rule change for 2010?

This document attempts to answer the above question by explaining the thinking of the Rules Committee. Please note that "Accepted", in this document, means that the Rules Committee has accepted a suggestion and will place it out for further review. Based on the results of the second review period, it may be modified or perhaps even rejected. From there, the resulting proposals will be forwarded on to the presidents. That does not mean that the rule change has been made and is officially the new rule. That decision will be made by the presidents at the Presidents Meeting. They have the final authority.

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Street Stock Proposal Comparisons

There are several proposals that deal with Street Stock and factory options. This chart will hopefully help to make sense of them in an easily referenced format. It also includes a few other proposals that try to deal with these issues from other directions.

The issues revolve around the "wide-body 911" problem and the new PASM suspension options (911, Cayman, Boxster), for the most part. These cars are bumped out of S/S into classes that require mods and tires to be competitive; and safety equipment for Time Trials.

NOTE: All of these proposals are focused on classes K-Q only, not the older cars. *Also note that this summary is the editor's interpretation. There is no guarantee that the editor got it correct. Feel free to send corrections.*

Of course, I should also point out, there is no guarantee that anybody's comments are based on accurate interpretation of the proposals. Buyer beware.

Proposal 1	Removes Street Stock from the points system. Any factory car (with or without options) is allowed in S/S. Only allows changes to wheels and tires. All other aftermarket mods disallowed. Only effects S/S classes.
Proposal 12	Increases Street Stock points to 4 but only allows them to be used for factory options. Removes R-compound tires and major modifications from Stock. Redefines Stock as we know it to be a "Street Stock Plus" class. (8 points that can only be used on minor mods). Effects Street Stock and Stock classes.
Proposal 13	Allows PASM and M030 options in Street Stock. Only effects S/S classes.
Proposal 14	Disallows factory optional LSD's and all aftermarket mods from S/S. Continues to allow 2 points in other factory options. Only effects S/S classes.
Proposal 17	Removes Street Stock from the points system. Disallows all factory options and aftermarket mods. Except allows changes to wheels and tires. Only effects S/S classes. This is proposal # 1 without allowing options.
Proposal 18	Any factory car (with or without options) is allowed in S/S. Allows all zero point mods currently disallowed. Continues to allow 2 points in aftermarket mods. Only effects S/S classes.
Proposal 2	Creates new base classes for heavily optioned cars. Effects many classes
Proposal 3	Gives heavily optioned cars more flexibility in deciding which classes they are bumped into. No changes to classes.
Proposal 4	Cuts points for relevant factory options to one half of points for similar aftermarket options. Effects all classes
Proposal 5	Safety equipment for heavily optioned cars would be the same as the base model (factory options only, not aftermarket mods). No changes to classes.
Proposal 11	New base classes for the mid-engine cars. Effects a few classes
Proposal 15	Increases penalties on R-compound tires. Since tires are the most important mod, this cuts down on the number of other mods you will find in a class. Thus if you are bumped up to a higher class, you don't have to do as much beyond tires to be competitive. Effects all classes
Proposal 16	New base classes for newer mid-engine cars. Effects a few classes

AX, TT & DE

Driving Events Proposal #1 – Definition of Street Stock

Current Rules:

II DRIVING EVENT CLASSES

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)

Proposed Rule:

II DRIVING EVENT CLASSES

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 cars to participate as delivered, without need or reason for modification to be competitive. This class is open to any car in "as-delivered from the factory" condition. 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
- 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
- e) Modification or replacement of factory airbox or filter to increase flow
- f) Headers or aftermarket exhaust
- 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 safety reasons)

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?" I think not. This proposal is to repair this oversight. Basically, 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 "can do" list is limited to tire and rim sizes. Tire and rim size are frequent and common changes that new drivers like to make and these changes should not prevent them from running Street Stock. (Track changes come from changes in offset with different rims). The original "can-do" list wasn't much bigger. How many 2 point mods exist that weren't specifically excluded? 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.

Disposition:

Accepted with changes

Driving Events Proposal #2 – Base Classes for 911 variants

Current 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, '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

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, '89-'94 964 Carrera 2&4, 968
L	964 RS, 964 Speedster, 964 American Roadster, 964 RS America, 964 Turbo look
M	Boxster 986
N	986 Boxster S, 987 Boxster, Cayman
O	'78-'92 930 & 911 Turbo, 993, '99-'01 996, 987 Boxster S, Cayman S
P	993 C2S, 993 C4S
Q	'02-'04 996, 997 Carrera
R	1994 911 Turbo, 993 Turbo, 996 Turbo , 997 Carrera S, 996 & 997 C4S, 997 Turbo
S	996 GT2, 996 GT3, 997 GT2, 997 GT3

Rationale:

See Proposal #1 for a statement of the problem. Here is an alternative solution. Make new classes for the heavily optioned cars. Specifically, making class L for the heavily optioned 964 models and class P for the heavily optioned 993 models. Put the 996 & 997 equivalents in with the Turbos. This is a more consistent treatment. Currently the rules are inconsistent. Some models (911 E, T, S, L, Boxster S, Cayman S, etc) are treated like base classes in their own right, while others (C2S, C4S etc) are treated as "options." The rules should be consistent on this.

Disposition:

Accepted with changes

Driving Events Proposal #3 – Class Promotion

Current Rule:

II DRIVING EVENT CLASSES

F. Entrants may compete in a higher class as long as the car conforms to the rules for that class. Cars may move up vertically or horizontally, but not backwards, into a higher class. A car in class CP, for example, may run in AI or FP, but not in FS. Anyone electing to run in a higher class must have competition in that class in order to receive award points for the event.

Proposed Rule #1:

II DRIVING EVENT CLASSES

F. Entrants may compete in a higher class as long as the car conforms to the rules for that class. Cars with points from aftermarket modifications may move up vertically or horizontally, but not backwards, into a higher class. A car in class CP, for example, may run in AI or FP, but not in FS. However, any vehicle that is bumped into a higher class purely because of factory options is not restricted in this manner. For example, a 993 C4S may choose to run in OS/S instead of NP. Anyone electing to run in a higher class must have competition in that class in order to receive award points for the event.

Proposed Rule #2:

II DRIVING EVENT CLASSES

F. Entrants may compete in a higher class as long as the car conforms to the rules for that class. Cars with points from aftermarket modifications may move up vertically or horizontally, but not backwards, into a higher class. A car in class CP, for example, may run in AI or FP, but not in FS. However, any vehicle that is bumped into a higher class because of collective modification points which individually are two points or less is not restricted in this manner. For example, a 993 C4S may choose to run in OS/S instead of NP. Anyone electing to run in a higher class must have competition in that class in order to receive award points for the event.

Rationale:

See Proposal #1 for a statement of the problem. Here is an alternative solution. Allow cars that are bumped up due to factory options or minor improvements to move into the next highest Street Stock class instead of moving into Stock or Prepared.

The 2 point limit in the second version of this proposal prevents tubed framed cars or cars with engine/transmission mods from taking advantage of this change. Basically, say that only "minor" mods qualify.

Disposition:

Rejected. Too complicated and not necessary with the other changes we are suggesting

Driving Events Proposal #4 – Points for Factory Options

Current Rule:

III ASSESSMENT OF MODIFICATION POINTS

- N. Non-stock shock absorbers with remote or external reservoirs, or with more than single-mode adjustability. 2 points
- P. Non-stock sway bars 2 points
- Q. Non-stock springs/torsion bars and/or any suspension changes to lower a car that require machining, welding, etc. 2 points
- U. Non-stock wing, and/or front lip and/or spoiler 2 points

Proposed Rule:

For these modifications, instead of a blanket two points, make them 2 points for aftermarket upgrades, but only 1 point for factory upgrades.

Rationale:

Reason is that you can, for example, obtain stiffer sway bars or springs aftermarket than you can from a factory upgrade package. Why should the same points be applied to the two upgrades, when one is more performance enhancing than the other?

Disposition:

Rejected, not necessary with the other changes we are suggesting

Driving Events Proposal #5 – Safety Equipment & Factory Options

Proposed Rule:

Any car that is in factory original condition, either bone stock or with factory options, should be allowed to participate in autocross, DE & time trial without additional safety equipment, regardless of class. (Not including roll bars/cages requirements for open cars. Those rules are good.)

Rationale:

A 993 C4S has 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 makes it a Prepared car. Being in Prepared means that it has to have 5 point harnesses and a fire extinguisher to run in a DE or Time Trial. It means that drivers who are unwilling to do this to their cars or unable to make this investment cannot participate in these events. This makes no sense when a Street Stock 993 Turbo, not to mention a 997 GT3, does not need this equipment and can participate in these events. They are all as delivered from the factory. I understand the rule in regards to performance and competitive fairness. Now it is time to make things fair from a safety equipment point of view.

Disposition:

Rejected, not necessary with the other changes we are suggesting

Driving Events Proposal #6 – 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.

Disposition:

Accepted

Driving Events Proposal #7 – Standardized Tech Form

Proposed Rule:

For 2009, a list of items that the driver should ensure are “event ready” was added to the rules. However, while the regions are instructed to have a tech inspection, nothing was mandated for what that tech inspection should cover. Rather the regions are free to develop their own criteria. Of course, the burden is always on the driver to make sure that the items in the list are always ready to participate in an event (and the car as a whole, of course) but still it seems that the regions should be uniformly thorough throughout the Zone. In addition to the list of items in the rules themselves, the Zone also made available a sample tech form, based on this list. This proposal is to make this list of items mandatory, rather than suggested, for tech inspections. Here is the list:

For Autocross (as applicable, depending on car and class):

- Tires (Tread Condition, No Cuts, Age)
- Wheel lugs (on tight)
- Brakes (Pad Condition, Rotors)
- Wheel Bearings (Play)
- Fluid Leaks (Brake, Oil, Steering, Coolant, Water, Fuel, etc.)
- Battery mounting
- Helmet (Year, Rating, Condition)
- Throttle return
- Fan belt (play, condition)
- Open-ended steel lug nuts (when required)
- Car numbers (size, placement)
- Loose items in passenger/storage compartments
- Seat belts or harnesses (Date, Condition, Mounting – driver and passenger)
- 924/944/968 spindle to fender clearance

For Time Trial / DE at a parking lot, the following items, in addition to the Autocross items listed above (as applicable, depending on car and class):

- Brake lights
- Fire extinguisher (Charge, Mounting)
- Arm restraints
- Driving suit/shoes/gloves
- Roll Bar/Cage (including straight edge check – driver and passenger)

For Time Trial / DE events at a track, the following items, in addition to the items listed above (as applicable, depending on car and class):

- Suspension (Ball Joints, Tie Rods, Shocks, Spindles, Mounting)
- Engine Compartment (Hoses, Wiring, Fuel Lines, Mounts, Overall)
- Undercarriage (Damage, Clearance, Fluid Lines, Loose Components)
- Drivetrain (CV Joints, Overall Condition)
- Windshield & Mirrors (Integrity, Mounting)

Rationale:

Safety is always job one, and it starts with the preparation of the equipment. All regions should have a uniform approach to ensuring the vehicles are ready for an event.

Disposition:

Rejected. The committee feels that regions should be free to set up their own process and procedures.

Driving Events Proposal #8 – Aerodynamic Aids

Current Rule:

Section III Assessment of Penalty Points

Non-stock wing and/or front lip and/or spoiler 2 points

Proposed Change:

Section III Assessment of Penalty Points

For Track Events only:

Non-stock wing and/or front lip and/or spoiler 2 points

Rationale:

Aerodynamic aids should not be penalized in parking lot events as Porsche says they don't work below 70 mph. Thus they should only be penalized at track events.

Disposition:

Rejected, cannot have different points for the same car for Autocross and Time Trial

Driving Events Proposal #9 – Novice Year End Awards

Proposed Rule:

Allow Novice class participants to be eligible for yearend awards if they compete in at least 5 events in that class.

Rationale:

Part of the reason for the novice classes was to be entrant friendly to the novices, people that don't know what they are doing, either driving, the rules, their cars, whatever. By giving them a place to go out and have fun and not worry about being always last to the experienced drivers, hopefully they will come back and play with us a lot more. Giving them something to go home with helps to make them feel good about their experience. End of event trophies are great at this, but end of year trophies are also a part of this. Unfortunately, to qualify for an end of year trophy, you need to participate in 51% of the events. Since novices are forced to change class after six events, it is probable that they won't qualify for a trophy in their "proper" class for that year. Therefore it makes sense give them the chance at a end of year trophy in the novice class. End of year awards were not addressed at all for these classes and that is an unfortunate oversight.

Disposition:

Accepted with changes

Driving Events Proposal #10 – Seatbelts at Autocross

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.

Proposal:

XIII Safety Equipment

- A) For all 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. For Autocross any OEM 3 point seatbelt that is free of defects or damage is allowed, regardless of age.

Rationale:

I think its overly stringent to require older 356, 911, 912, 914 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 for AX.

Disposition:

Accepted with changes

Driving Events Proposal #11 – Base Classes for Mid-Engine Cars

Current 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, '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

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, '89-'94 964 Carrera 2&4, 968
- L Boxster 986
- M 986 Boxster S, 987 Boxster, Cayman
- N 987 Boxster S, Cayman S
- O '78-'92 930 & 911 Turbo, 993, '99-'01 996
- P '02-'04 996, 997 Carrera
- Q 1994 911 Turbo, 993 Turbo, 996 Turbo, 997 Carrera S, 997 Turbo
- R 996 GT2, 996 GT3, 997 GT2, 997 GT3

Rationale:

I feel the Mid engine cars should be in their own class completely. The handling is so different between the mid-engine cars and the rear engine cars that it is not fair at all.

Disposition:

Accepted

Driving Events Proposal #12 – Definition of Street Stock and Stock

Current Rule:

II DRIVING EVENT CLASSES

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)

2. STOCK CLASSES (0-8 Points)

Any car having from 0 to 8 modification points inclusively (as determined in Section III). Race tires (slicks) are not allowed in this class.

Proposed Rule:

II DRIVING EVENT CLASSES

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 one or two factory options. The car must be registered for street use.

This class is open to any car having 0-4 modification points from factory options only (as determined in Section III). 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 or aftermarket replacement of original mufflers
- d) Modification or replacement of factory airbox, air intake system or filter to increase flow
- e) Headers or aftermarket exhaust
- f) Any aftermarket suspension improvement (including, but not limited to, items in Section III Parts listed in Section III Parts N, O, P, Q, R, S).
- g) Aftermarket mass airflow kits
- h) DME chips or ECU flashing
- i) Modifications that require 100+ octane fuel
- j) Lightweight flywheels
- k) Removal of weight, and/or redistribution of weight (other than for safety reasons)
- i) Any aftermarket performance enhancement

2. STOCK CLASSES (0-8 Points)

Any car having from 0 to 8 modification points inclusively (as determined in Section III). Race tires (slicks) are not allowed in this class.

A. For classes K - Q. The purpose of this sub-class is to provide a class for the newer car that has three or more factory options and/or some minor aftermarket modifications. The car must be registered for street use.

This class is open to any car having up to 8 points inclusively (as determined in Section III) except that the following modifications are not allowed in Stock:

- a) Tire tread wear ratings less than 140 or less than the OEM tire tread wear for the car model, whichever is lower.
- b) Any tire that is not street legal
- c) Headers or modification or removal of catalytic converter
- d) Modifications that require 100+ octane fuel
- e) Lightweight flywheels
- f) Removal of weight, and/or redistribution of weight (other than for safety reasons)
- g) Any modifications listed in section III parts C, D, E, F, G, H, I, J, K, M, Q, S, T, V

Rationale:

This is another proposal addressing the discrepancy between cars with factory options as compared to cars with aftermarket modifications. Notice that there are several rule proposals addressing this issue. The various alternatives should be open to comments and discussion. Hopefully the best alternative(s) will survive.

As stated in another proposal, the current rules undermine 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. Also, the "Rule Guidelines" section states that one of the goals of the rules is to discourage car modifications; however, under the current rules, modifications are pretty much required to be competitive in the stock class.

Under the current rules, cars in classes K through Q are divided into two basic categories:

- Cars with zero or one factory option and two points of aftermarket modifications are in the street stock class, on street tires.
- Cars with disallowed factory options or two or more factory options are in the stock class, competing with cars with multiple aftermarket performance modifications and R-compound tires.
- There is a big discrepancy between cars with one or two factory options and cars with multiple aftermarket modifications and R-compound tires. The current rules also allow aftermarket modifications to the "as delivered from the factory" street stock class. This proposal addresses these issues by dividing cars in classes K through Q into three basic categories:
 - Cars with one or two factory options and no aftermarket modifications are in the street stock class, on street tires. This is the "as delivered from the factory" class.
 - Cars with three or four factory options, some basic aftermarket modifications like lowering springs/shocks or limited slip differentials are in the stock class, on street tires. This class is where major

modification is discouraged, but where some additional factory options or minor aftermarket modifications are allowed.

- Cars with multiple factory options and/or major modifications, and high performance soft compound tires, are in the prepared class, under the current rules.

Under the current rules, in order to compete in street stock, you must pretty much deliberately purchase a car with no factory options (even M030 and PASM are not allowed). If you so much as have M030/PASM or have made some really basic mods, like aftermarket springs, you are placed in stock class. On the other hand, some aftermarket mods are allowed in street stock. For example, you could have an aftermarket limited slip differential and still be in street stock. Aftermarket modifications like limited slip differentials run counter to the "as delivered from the factory" that the street stock class is intended for. Why is an aftermarket limited slip differential allowed in street stock, but an "as delivered from the factory" suspension is not? The current rules do not support the idea that the street stock class is for "as delivered from the factory" cars.

Additionally, once placed in the stock class due to something basic like a factory option or aftermarket lowering springs, you really need high performance soft compound tires and other extensive modifications to be competitive. There are many drivers who have made a single basic change (like increased wheel width or lowering springs or PASM/M030) who must compete with cars with extensive suspension modifications and R-compound tires. There is a huge discrepancy between cars with one or two simple factory options and cars with the full 8 points, including R-compound tires. The current rules for stock class do not support the rule guideline to discourage car modification. In fact, they encourage modification, by putting cars with a single option or modification into a class where multiple mods and R-compound tires are required to be competitive.

Currently, the BRI is meaningless for the stock class, as some cars in this class have R-compound tires and others have street tires. R-Compound tires are worth so much in terms of lap times that it is impossible to compare cars with them to cars without. This proposal will make the BRI more meaningful, as all cars in the stock class will be on similar tires.

Note that this proposal addresses street stock and stock classes for classes K through Q only.

This proposal allows up to two "as delivered from the factory" options and disallows any aftermarket modifications from the street stock class. The list of disallowed items for street stock has been slightly updated (mostly for clarification purposes) as follows:

- Item C includes aftermarket mufflers. Aftermarket mufflers typically add about 15 HP and are certainly not "as delivered from the factory."

- Item D adds the words "air intake system." This generalizes this rule and disallows such tricks as de-snorking a Boxster or Cayman. Again, these tricks are not "as delivered from the factory."
- Item E includes "aftermarket exhaust"
- Item F disallows aftermarket suspension modifications, but allows factory optional suspensions such as M030 and PASM
- Item H includes "ECU flashing." This is just an update, as modern cars no longer have chips.
- Item L specifically excludes any aftermarket performance enhancements. This makes it clear that street stock is for "as delivered from the factory" cars only.

The list of disallowed items for the stock class includes major modifications like those listed in section III parts C, D, E, F, G, H, I, J, K, M, Q, S, T, V. If any of these major modifications have been made, the car is placed in the prepared class. Typically, when one major modification like those listed in these sections has been done, several others have been made as well, including very high performance soft compound tires. The prepared class is the appropriate place for such cars, not the stock class, where many cars have only a factory option or two or a minor aftermarket modification.

Also note that this proposal allows cars with R-compound tires into the stock class if they are delivered that way from the factory.

Disposition:

Rejected, the committee is in favor of proposal # 1

Driving Events Proposal #13 – Update to the Definition of Street Stock – PASM/M030 Allowed in Street Stock

Current Rule:

II DRIVING EVENT CLASSES

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)

Proposed Rule:

II DRIVING EVENT CLASSES

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 or aftermarket replacement of original mufflers
- d) Modification or replacement of factory airbox, air intake system or filter to increase flow
- e) Headers or aftermarket exhaust
- f) Any aftermarket suspension improvement (including, but not limited to, items in Section III Parts listed in Section III Parts N, O, P, Q, R, S).
- g) Aftermarket mass airflow kits
- h) DME chips or ECU flashing
- i) Modifications that require 100+ octane fuel
- j) Lightweight flywheels
- k) Removal of weight, and/or redistribution of weight (other than for safety reasons)
- l) Any aftermarket performance enhancement

Rationale:

(This proposal and proposal 14 are mutually exclusive. If one passes, the other should not. Also, if any of the previous proposals addressing the street stock class pass, then neither proposal 13 nor 14 should pass. The idea behind proposals 13 and 14 is disallow any aftermarket performance enhancement in the street stock class, and make a fair assessment of factory options. Either all factory options are allowed in street stock (proposal 13) or all of the significant enhancements are disallowed in street stock (proposal 14).)

The street stock class allows two points of modifications. The M030 and PASM factory options should count as two points, but they should not exclude a car from the street stock class. As it stands now, a car with no other points besides the M030 or PASM factory options is bumped to the stock class.

Under the current rules, a car with an aftermarket limited slip differential (2 points), aftermarket racing brake upgrades (2 points), or any of several other allowed aftermarket 2 point modifications can compete in the street stock class, while a car with the factory M030 or PASM options must compete

in the stock class. Why is an aftermarket limited slip differential or other aftermarket modifications allowed in Street Stock, while a factory optional suspension is not? This proposal addresses this discrepancy, by allowing cars with the single factory option of M030 or PASM to compete in street stock.

The M030 and PASM options are a bit of an advantage over cars without them, which is why these options count as two points (or 1 if proposal 4 is adopted). The Street Stock class allows two points. However, they are not so much of an advantage that they should force a car into the stock class, where R-compound tires and many other aftermarket mods are allowed (and required to be competitive). They are not as much of an advantage over stock cars as, say, aftermarket shocks and springs that lower the car over an inch and allow for adjusting the shocks based on that particular track, which are also a 2 point modification.

Many of the late model cars do not have limited slip differentials. This is a big weakness when trying to get the power down coming out of a corner. I find it contrary to the intent of the rules that a car with an aftermarket LSD can compete in street stock, while a car with a factory M030 or PASM must move up a class. A LSD is arguably as much of an advantage, or maybe even more, in a slow and tight autocross course as M030 or PASM.

There no other two point factory options that are excluded from the street stock class. In fact, none of the five two point factory options that bump a 993 C4S into NP are excluded from street stock (it is the total of 10 points that does the bumping). You could have any one of those options and stay in street stock. For example, you could have a factory limited slip differential or factory big red brakes and stay in street stock class. If the factory LSD or big red brakes aren't excluded from street stock, then M030 or PASM should not be excluded either.

Once you have two or more of these factory options (e.g. four points), you are bumped into stock class. As street stock allows up to two points, having one two point factory option should NOT bump you into stock class. This should include the factory options M030 and PASM.

The list of disallowed items is also a bit out of date, for example DME chips are no longer used.

To address these issues, the list of items not allowed in street stock has been updated as follows:

- Item C includes aftermarket mufflers. Aftermarket mufflers typically add about 15 HP and are certainly not "as delivered from the factory."
- Item D now mentions "air intake system." This generalizes this rule and disallows such tricks as de-snorking a Cayman. Again, these tricks are not "as delivered from the factory."
- Item E includes "aftermarket exhaust"

- Item F specifies “aftermarket” suspension improvement. This is the point of this proposal.
- Item H includes “ECU flashing.” This is just an update, as modern cars no longer have chips.
- Item L specifically excludes “any aftermarket enhancements.” This makes it clear that street stock is for “as delivered from the factory” cars only.

Disposition:

Rejected, the committee is in favor of proposal # 1

Driving Events Proposal #14 – Update to the Definition of Street Stock – LSD’s disallowed in street stock

Current Rule:

II DRIVING EVENT CLASSES

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)

Proposed Rule:

II DRIVING EVENT CLASSES

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 and no 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 or aftermarket replacement of original mufflers
- d) Modification or replacement of factory airbox, air intake system or filter to increase flow
- e) Headers or aftermarket exhaust
- 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 or ECU flashing
- i) Modifications that require 100+ octane fuel
- j) Lightweight flywheels
- k) Removal of weight, and/or redistribution of weight (other than for safety reasons)
- l) Non-stock limited slip differentials (including factory optional LSD's)
- m) Any aftermarket performance enhancement

B. For classes A – J. The purpose of this sub-class is to provide a class for the older car where "as delivered" condition is near impossible to maintain due to the un-availability or extreme expense of OEM parts. The car must be registered for street use. This class is open to any car having 0-6 modification points inclusively (as determined in Section III) except that the following modifications are not allowed:

- a) Any DOT street legal tire with a tread wear rating of less than 140
- b) Any tire that is not street legal
- c) Aftermarket mass airflow kits
- d) DME chips
- e) Modifications that require 100+ octane fuel
- f) Lightweight flywheels
- g) Removal of weight, and/or redistribution of weight (other than for Section XIII Part L or unavailability or impracticality of OEM parts, such as bumper replacement. Points must be taken for the latter, as applicable.)

Rationale:

(This proposal and proposal 13 are mutually exclusive. If one passes, the other should not. Also, if any of the previous proposals addressing the street stock class pass, then neither proposal 13 nor 14 should pass. The idea behind proposals 13 and 14 is disallow any aftermarket performance enhancement in the street stock class, and make a fair assessment of factory options. Either all factory options are allowed in street stock (proposal 13) or all of the significant enhancements are disallowed in street stock (proposal 14).)

This proposal addresses the list of items disallowed in street stock.

The rule guidelines state that street stock is for cars kept with minimum options and is kept "as is," in other words, "as delivered from the factory." The introduction section also states that one of the goals is to "discourage car modification." This proposal updates the list of items disallowed in street stock to meet these goals.

Under the current rule, some factory options (like M030 or PASM) place you in the stock class. On the other hand, some aftermarket mods are allowed in street stock. For example, you could have an aftermarket limited slip differential and still be in street stock. Aftermarket modifications like limited slip differentials run counter to the "as delivered from the factory" that the street stock class is for. Why is an aftermarket limited slip differential allowed in street stock, but a factory optional suspension is not? On a tight autocross course, a limited slip differential is a big advantage over cars without one.

The list of disallowed items is also a bit out of date, for example DME chips are no longer used.

To address these issues, the list of items not allowed in street stock has been updated as follows:

- Item C includes aftermarket mufflers. Aftermarket mufflers typically add about 15 HP and are certainly not "as delivered from the factory."
- Item D now mentions "air intake system." This generalizes this rule and disallows such tricks as de-snorking a Cayman. Again, these tricks are not "as delivered from the factory."
- Item E includes "aftermarket exhaust"
- Item H includes "ECU flashing." This is just an update, as modern cars no longer have chips.
- Item L excludes aftermarket or factory optional limited slip differentials. They are a significant improvement over a base model car, especially on a tight, twisty autocross course. They are as much of an improvement, or maybe more, than stock M030 or PASM. If those

suspension improvements are not allowed in street stock, then aftermarket LSD's should not be allowed either.

- Item M specifically excludes "any aftermarket enhancements." This makes it clear that street stock is for "as delivered from the factory" cars only.

Disposition:

Rejected, the committee is in favor of proposal # 1

Driving Events Proposal #15 – Assessment of Modification Points for Soft Compound Tires

Current Rule:

III ASSESSMENT OF MODIFICATION POINTS

- | | |
|---|---|
| C. Soft compound high performance tires (DOT Street legal) with a DOT tread wear rating of 50-139 | 2 |
| DOT tread wear rating of 49 or less | 4 |
| D. Race tires or slicks, defined as non-DOT street legal tires | 6 |

Proposed Rule:

III ASSESSMENT OF MODIFICATION POINTS

- | | |
|---|---|
| C. Soft compound high performance tires (DOT Street legal) with a DOT tread wear rating of 50-139 | 4 |
| DOT tread wear rating of 49 or less | 6 |
| D. Race tires or slicks, defined as non-DOT street legal tires | 8 |

Rationale:

This proposal is an effort to equalize the point values of various modifications. Soft compound high performance tires are the single best way to reduce lap times. There are many items that are assessed 2, 4 or 6 points that reduce lap times substantially less than soft compound performance tires. For example, non-stock brakes, non-stock wings, and non-stock springs are all 2 point modifications, but they reduce lap times far less than a tire with a tread wear of 60. Likewise, adding two of these modifications together (for four points) reduces lap times far less than a tire with a tread wear rating of 0.

As an example from the stock class, a car with two points from a 60 tread wear tire is far more competitive than a car with the full 8 points of suspension, brake and engine modifications but without soft compound tires.

Tires are worth a lot in terms of lap times. The modification points taken for high performance soft compound tires should reflect this.

Disposition:

Rejected, even though this is logical, we want to keep the rules stable. We are considering a major overhaul of the rules in the next few years and will keep this in mind for that.

Driving Events Proposal #16 – Placement of Second Generation Caymans

Current Rule:

II DRIVING EVENT CLASSES

B. Cars shall be placed into "base classes" according to the following chart:

- 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

Proposed Rule:

II DRIVING EVENT CLASSES

B. Cars shall be placed into "base classes" according to the following chart:

- 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, '06-'08 Cayman
N '78-'92 930 & 911 Turbo, 993, '99-'01 996, 987 Boxster S, '06-'08
Cayman S, '09- Boxster, '09- Cayman
O '02-'04 996, 997 Carrera, '09- Boxster S, '09- Cayman S
P 1994 911 Turbo, 993 Turbo, 996 Turbo , 997 Carrera S, 997 Turbo
Q 996 GT2, 996 GT3, 997 GT2, 997 GT3

Rationale:

The second generation Boxsters and Caymans (starting in '09) are a significant improvement over the first generation, including more horsepower, more low-end torque and new options like Limited Slip Differentials, PDK and launch control. This proposal places the base '09 Cayman and '09 Boxster in class N and the '09 Boxster S and '09 Cayman S in class O.

Changing the base class of these models will be even more important should one of the proposals addressing the street stock and stock classes be approved.

Disposition:

Rejected. These cars are too new. We need more time to assess their performance and their effect on our events

Driving Events Proposal #17 – Definition of Street Stock

Current Rule:

II DRIVING EVENT CLASSES

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)

Proposed Rule:

II DRIVING EVENT CLASSES

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.

The following are specifically allowed in Street Stock:

- a) Increase in tire width
- b) Increase in track

The following modifications are specifically not allowed:

- a) Any non-stock enhancement listed in Section III that is not mentioned in the above list of allowed modifications.
- b) Any DOT street legal tire with a tread wear rating of less than 140 or 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
- e) Modification or replacement of factory airbox, air intake system or filter to increase flow
- f) Headers, aftermarket exhaust or aftermarket muffler
- g) Aftermarket Mass airflow kits
- h) DME chips or ECU flashing
- 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)

Note: Increases in tire width and track are allowed to accommodate the popular use of aftermarket wheels. However, the driver is cautioned to remember Section XIII SAFETY CONSIDERATIONS Part I, that the tire must be covered by the fender.

Rationale:

So few things are under 2 points that are not already banned, it seems silly to measure Street Stock by that system. (Track, tire size, limited slip, aero kits and brake upgrades are all that are allowed currently.) And some of the things that aren't banned, such as limited slip or brakes, really shouldn't be allowed in Street Stock anyway (as an option or aftermarket product). Anyway, the whole point of the points system was to give people options in how they build their car, cafeteria style. You are not supposed to build a car for Street Stock (at least the modern cars, classes K - Q). Therefore I propose that we get away from points and just explicitly say what is and isn't allowed in Street Stock. Also, I modernized the wording a bit, based on some of the other proposal suggestions.

Disposition:

Rejected, the committee is in favor of proposal # 1

Driving Events Proposal #18 – Definition of Street Stock

Current Rule:

II DRIVING EVENT CLASSES

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)

Proposed Rule:

II DRIVING EVENT CLASSES

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) with the following exceptions:

- a) No points are assessed for any item on the car as it was delivered from the factory
- b) Tire tread wear ratings less than 140, or less than the OEM tire tread wear for the car model, whichever is lower, are not allowed

Rationale:

Editors Note: This contains lots of commentary on many of the other proposals.

This is another variation to proposal 1, 12 and 17. The problems with the current rules and these other proposals are all that factory options are penalized equally with aftermarket modifications and all the things that are not allowed in street stock. Some "as delivered from the factory cars" are bumped to the stock class (or higher), where aftermarket mods are required to be competitive.

Also, if proposal 1, 12 or 17 is approved, all cars with an existing aftermarket modification, as currently allowed in street stock, will be forced into the stock class. Continuing to allow one 2 point aftermarket modification in street stock promotes rule stability and allows cars that have been running in street stock with one aftermarket mod to continue to run in street stock.

This proposal eliminates the list of disallowed items and lets points for these items resolve the car classification. For example, if you have a DME chip or ECU flash, you are assessed points for the resultant HP increase, according to the existing formula. Air intake and exhaust modifications should also be assessed points for the resultant HP increase. If you have removed weight, you are assessed points for weight removal according to the existing formula. Points should be applied for everything in the current list of disallowed items. There are not many things you can do with two points, so many of the items on the old disallowed list will be ruled out due to the two point limitation. For example, there is nothing you can do with two points that will require 100 octane fuel. Headers increase HP more than two points worth, as does a typical DME chip or ECU flash. Why bother listing items that cost more than two points when two points are all you are allowed?

The rules have allowed 2 points for aftermarket modifications in street stock for years. This proposal eliminates the discrepancy where some aftermarket

mods are allowed while some factory options are disallowed. As factory options are not equivalent to aftermarket modifications, all factory options that were on the car as it was delivered from the factory are allowed. If the base car classes are appropriate, all cars in a class will have nearly similar factory options, so there is no need to assess points for them. Driving skill can easily be quicker than a factory option or two. Heavily optioned cars should be in their own base class (proposal 2). All aftermarket 2 point modifications should be similar in terms of performance, so there is no reason to allow some while disallowing others.

This proposal addresses the wheel/tire width issue covered in proposals 1 and 17 by continuing to allow 2 points. A 2 point increase in tire width, under the current definition of tire widths per class, would be allowed, but a 4 point increase would not.

For this proposal to work at its best, I suggest minor changes be made to the base classes. These are already covered in proposals 2, 11 and 16. There is no reason to assess points for factory options if all cars in the same class have similar options.

- Heavily optioned cars (e.g. 993 C4S) should be placed in their own class (proposal 2). Since all cars in these classes will have the same set of factory options, there is no reason to assess points for them.
- Classes with huge discrepancies across the class should be split. For example, class N includes '78 930's and Cayman S's. These cars are entirely different beasts and should not be classified together. This is already covered in proposal 11. This way, a Cayman S with PASM is not in the same class as a '78 930 or a 996 "water buffalo." A 997 with PASM and a 997 without PASM would be in the same class, but there will always be some differences among the cars, and driving skill can easily overcome this small difference. Perhaps class K can be split as well, with the 928's and 944's in one class and the 911's in another.
- Cars with soft compound tires from the factory should be in their own base class (e.g. class Q). They can then remain in street stock should they not want to modify their cars. If these cars are placed into the stock class (like with the current rules), the owners will feel obliged to add aftermarket mods to remain competitive.

The points for soft compound high performance tires are irrelevant to this proposal, so they can stay as is (proposal 15). This will prevent existing cars from being moved up a class due to an increase in points for tires. This, and the continued allowance of 2 points of aftermarket modifications in the street stock class, promotes rules stability.

The rules will never be absolutely fair and there will always be the case where one car in a class is "faster" than the others. That is the case with this proposal, as it allows cars with a factory option or two to compete with cars without those options. This is true for all classes (street stock, improved,

prepared, etc). There is a far greater difference between a '78 930 and a Cayman than there is between a Cayman with PASM and a Cayman without PASM. The reason a 996 can't compete with a Cayman/PASM is not because the Cayman has a factory option, but because those two cars don't belong in the same base class. If the base classes are appropriate, then one or two factory options will be the only difference between cars in street stock. One or two factory options is not much of a difference, so skill becomes the dominant factor in street stock, not what options you have or what modifications you have made.

One of the stated goals of the rules is to discourage modification. The current rules force some "as delivered from the factory" cars into the stock class. They cannot be competitive against other cars in the stock class unless they make modifications. In this case, the rules seem to encourage modifications.

Disposition:

Rejected, the committee is in favor of proposal # 1

Driving Events Proposal #19 – Time Trial DE Novice Qualifications

Current Rule:

AX DE and TT, part VI (TIME TRIAL AND DE ENTRANT PERMIT PROCEDURES) section B (novice qualification).

To participate as a Novice in a Time Trial or DE, the entrant shall demonstrate that he/she has competed in at least eight (8) days of PCA Autocross or Drivers School type events, or their equivalent.

Proposal:

Have two tiers of Novice Drivers – The current Novice status, with 8 days of driving experience and a new beginner status for those that don't have the 8 days. Admission to this class would be based on an endorsement or recommendation of a driving instructor who is familiar with whatever driving experience the candidate has. Drivers in the new class would follow all Novice procedures with the added stipulation that they don't participate in "non-instructional" runs. A reduced registration fee may be offered to Novice Instruction drivers. These drivers may be promoted (signed off) to the existing Novice class at the discretion of their instructors.

Rationale:

This rule prevents new members from participating in DE/TT for a significant period of time. Participation should be based on a safety and skill assessment of the driver, not an arbitrary number of days; and provisions should be made to enable drivers to reach and demonstrate their qualifications.

This modification of the rule would promote good sportsmanship according to the General rules, section I (Purpose), especially relating to section II (Guiding Principles) of the existing rules, "Encourage attendance at ALL events". The proposed change is flexible enough to accommodate a relatively high or low percentage of beginner drivers (and more or less non-instructional time) and by not allowing them to run during timed runs they won't prevent experienced drivers from making their full speed runs.

Disposition:

Rejected The committee feels that 8 days is the appropriate amount of experience before attempting continuous lapping events. Not only does it help to ensure that the driver knows car control, but also gives them time to comprehend and mentally buy-into big track events both emotionally and financially. Moving to continuous lapping is a bigger jump than most novice drivers realize and for the most part, zone 8 culture is structured around the autocross being the introductory sport, unlike other parts of the country where they have an infrastructure designed around the DE being the introductory activity.

Driving Events Proposal #20 – Gear Ratio Changes

Current Rule:

III ASSESSMENT OF MODIFICATION POINTS

M. Non-stock gears and/or ring and pinion – 6 points

Proposed Rule:

III ASSESSMENT OF MODIFICATION POINTS

M. Non-stock gears and/or ring and pinion – 2 points

Rationale:

Rule point assessment is designed to give a modification a numerical value. This value should be as equal as possible across the board for all modifications. This rule was written decades ago when tires and suspension upgrades were really minor tuning modifications. Today a 6-point tire alone on stock wheels could easily reduce a 60 second lap time by 10% or more. Let's look at a 2000 Boxster for example and see what kind of performance increase these modifications give you. Start with the fact that 6 points could buy you a complete H&R coil over kit (springs=2-points), Complete H&R adjustable sway bars (sway bars=2-points), and Kumho V-Racer {50UTQG} R-rated tires increasing the front sizes by 20-30mm (Tires with a tread wear rating of 50-139=2-points). Or you could break your stock transmission and replace it with a 99 Boxster unit that has slightly shorter gears. Saying that each of these modifications is even somewhat equal is simply ludicrous. Not even the finest 7-spd sequential F-1 gearbox would make these two items equal.

There are many instances where a transmission has been transplanted as part of a power train swap or just a more cost effective solution. This rule requires taking 6 points if even one gear has been changed like increasing the top gear ratio for the sake of economy.

There is no doubt that the proper gear ratio selection can reduce a cars lap time at the correct track; but it won't work for all tracks and all situations. Tire and suspension upgrades work for any track layout or configuration. The rule should be changed to reflect the correct value of the modification in relation to other available modifications. I believe this modification value to be 2-points not 6-points.

Disposition:

Rejected, even if it is not worth this many points, we want to discourage this modification. We are considering a major overhaul of the rules in the next few years and will keep this in mind for that.

Driving Events Proposal #21 – Tire Sizes

Current Rule:

III ASSESSMENT OF MODIFICATION POINTS

A. Tire sizes (widest tires on car) beyond the base sizes will be assessed points (even if delivered as stock factory or OEM equipment) according to the chart below. Note: Considering that most classes encompass several car models, this does not intend to suggest what "stock" tires are or were available, or to imply that all models within a class came with the same size tires, but rather to serve as a basis for assessing points. Consequently, some models will be assessed points for tire width despite having "stock" factory tire sizes.

Class Base	Zero points	+2 points	+4 points
A	under 210	210-225	over 225
C	under 210	210-225	over 225
F	under 210	210-225	over 225
G	under 230	230-245	over 245
H	under 210	210-225	over 225
I	under 230	230-245	over 245
J	under 245	245-255	over 255
K	under 260	260-275	over 275
L	under 270	270-285	over 285
M	under 270	270-285	over 285
N	under 270	270-285	over 285
O	under 290	290-315	over 315
P	under 290	290-315	over 315
Q	under 325	325-340	over 340

Proposed Rule (Option 1):

Class Base	Zero points	+2 points	+4 points	+6 points	+8 points	+10 points	+12 points	+14 points
A	under 210	210-225	230-245	250-265	270-285	290-305	310-330	Over 330
C	under 210	210-225	230-245	250-265	270-285	290-305	310-330	Over 330
F	under 210	210-225	230-245	250-265	270-285	290-305	310-330	Over 330
G	under 230	230-245	250-265	270-285	290-305	310-330	Over 330	*
H	under 210	210-225	230-245	250-265	270-285	290-305	310-330	Over 330
I	under 230	230-245	250-265	270-285	290-305	310-330	Over 330	*
J	under 245	245-255	260-275	280-295	300-315	320-335	Over 335	*

K	under 260	260-275	275-290	295-310	315-330	Over 330	*	*
L	under 270	270-285	290-305	310-330	330-345	Over 345	*	*
M	under 270	270-285	290-305	310-330	330-345	Over 345	*	*
N	under 270	270-285	290-305	310-330	330-345	Over 345	*	*
O	under 290	290-315	320-335	Over 340	*	*	*	*
P	under 290	290-315	320-335	Over 340	*	*	*	*
Q	under 325	325-340	over 340	*	*	*	*	*

Rationale:

Virtually every measureable performance increase has a non-ending points penalty (and should) with the exception of tires. You don't get charged with the first 200cc of displacement increase and get the next 1000cc for free! Same thing goes with horsepower increase and weight reduction! So why are tires; the most important performance enhancement only given a maximum of 4 points?

Under the current rules two 1975 911's (for example) could be running 235-17 tires and 345-19's respectively; and be assessed the same amount of tire points. Running 4.33 inches wider at each tire for no point penalty is clearly not fair. BTW- That's an additional 220mm of free un-penalized tire width on the back axle alone! This new rule provides a graduated tire points schedule and completely eliminates the mindset of modifying cars fenders to install huge tire sizes because they are no more points.

This is also not a single car or class issue. This rule proposal would affect 13 of the 14 classes currently running under Zone 8 rules. It would greatly level the playing field for over 75% of the classes that have been battling with this inconsistency in rules for decades.

Proposed Rule (Option 2):

A. Tire sizes (widest tires on car) beyond the base sizes will be assessed points (even if delivered as stock factory or OEM equipment) according to the chart below. Note: Considering that most classes encompass several car models, this does not intend to suggest what "stock" tires are or were available, or to imply that all models within a class came with the same size tires, but rather to serve as a basis for assessing points. Consequently, some models will be assessed points for tire width despite having "stock" factory tire sizes.

Class Base	Base tire size
A	205
C	205
F	205
G	225
H	205
I	225
J	245
K	255
L	265
M	265
N	265
O	285
P	285
Q	325

For every 1mm of tire width beyond base tire size increase take .1 points of penalty. (widest tires on car)

For example:

An 86 944 (G) has a base size of 225. A car running 245/45-16 tires would take 20 (increase in width in millimeters) and multiply it by .1 points for a total points assessment of 2-points.

A 73 911 (F) has a base size of 205. A car running 275/40-17 would take 70 (increase in width in millimeters) and multiply it by .1 points for a total points assessment of 7-points. The same car running a 335/30-18 would take 130 (increase in width in millimeters) and multiply it by .1 points for a total points assessment of 13-points.

Rationale:

Virtually every measureable performance increase has a non-ending points penalty (and should) with the exception of tires. You don't get charged with the first 200cc of displacement increase and get the next 1000cc for free! Same thing goes with horsepower increase and weight reduction! So why are tires; the most important performance enhancement only given a maximum of 4 points?

Under the current rules two 1975 911's (for example) could be running 235-17 tires and 345-19's respectively; and be assessed the same amount of tire points. Running 4.33 inches wider at each tire for no point penalty is clearly not fair. BTW- That's an additional 220mm of free un-penalized tire width on the back axle alone! This new rule provides a graduated tire points schedule and completely eliminates the mindset of modifying cars fenders to install huge tire sizes because they are no more points.

This is also not a single car or class issue. This rule proposal would affect 13 of the 14 classes currently running under Zone 8 rules. It would greatly level

the playing field for over 75% of the classes that have been battling with this inconsistency in rules for decades.

Proposed Rule (Option 3):

A. Tire sizes (per axle) beyond the base sizes will be assessed points (even if delivered as stock factory or OEM equipment) according to the chart below. Note: Considering that most classes encompass several car models, this does not intend to suggest what "stock" tires are or were available, or to imply that all models within a class came with the same size tires, but rather to serve as a basis for assessing points. Consequently, some models will be assessed points for tire width despite having "stock" factory tire sizes.

Class Base	Base tire size (rear)	Base tire size (front)
A	205	205
C	205	205
F	205	205
G	225	205
H	205	205
I	225	225
J	245	225
K	255	225
L	265	205
M	265	205
N	265	205
O	285	235
P	285	235
Q	325	235

For every 1mm of tire width beyond base tire size increase take .05 points of penalty. (per axle)

For numbers ending with a value to the right of the decimal point round to the next highest whole number.

For example:

An 86 944 (G) has a base size of 205F/225R. A car running 225F/245R tires would take 20 (increase in width in millimeters) per axle and multiply it by .05 points for a total points assessment of 2-points. (1-point front and 1-point rear) Or more easily stated 1 point for every 20mm per axle.

The same car running 225's front and rear would take 1 point for the increase in the front tires only.

A 73 911 (F) has a base size of 205. A car running 275/40-17 tires in the rear and 245/40-17's in the front would take 70 plus 40 equaling 110 (increase in width in millimeters front and rear) and multiply it by .05 points for a total points assessment of 5.5-points then being rounded to 6.0. The same car running a 285/335 tires would take 210 (increase in width in

millimeters front and rear) and multiply it by .05 points for a total points assessment of 10.5-points rounded to 11.

Rationale:

Under the current rules a Street Stock 968, Boxster, 964,993.996,997 etc. can match the small (205) front tires to match the rear (255) tires for absolutely no point's penalty. Most do not do this; but upgrading the front tires to 225-235 is the first step in increasing front tire grip and greatly improving front end turn in.

The key to this proposal is that it removes this loophole which greatly evens out the playing field for street stock through production class cars. This is also not a single car or class issue. This rule proposal would affect all 14 classes currently running under Zone 8 rules.

Disposition:

Rejected, even though this is logical, we want to keep the rules stable. We are considering a major overhaul of the rules in the next few years and will keep this in mind for that.

Driving Events Proposal #22 – 13/13 Rule

Proposed Addition:

The safety of PCA members is paramount, however, incidents can and do happen. For this reason, it is necessary to institute the 13/13 Rule. The Event Chair, Competition Committee or designee will handle this responsibility. In the interest of the sport and all its participants, action will be taken against those who cause damage. The 13/13 rule shall apply to Zone 8 Time Trials and DE's.

(The Competition Committee shall consist of the Zone 8 Representative, Zone 8 Chief Driving Instructor, Zone 8 Time Trial Chairman, Zone 8 Autocross Chairman, Zone 8 Rally Chairman, Zone 8 Concours Chairman, and the Zone 8 Rules Chairman.)

If involved in an incident that causes damage to someone's car or surrounding property and you are deemed at fault, as determined by the Event Chair, Competition Committee or designee(s), you will be placed on 13/13 Probation. You will be withdrawn from the event in which you are participating. You will not receive any participation points for that event. You cannot participate in the next Z8 Time Trial or DE and the incident will remain on your record for the next thirteen (13) months. If at any time, more than one 13/13 incident is on your record concurrently; your Z8 Time Trial and DE driving privileges will be suspended.

Your driving privileges may only be reinstated when the incident count drops to one or less. If you are involved in a minor incident that damages only the car that you were driving (single car incident), you will be given a written warning in your Driver's Logbook. If you receive a 2nd written warning in your Driver's Logbook during the next 13 months, your 2nd entry will automatically result in a 13/13 penalty (which commences from the date of the 2nd warning). The Competition Committee may, at its discretion, determine that your single car incident is worthy of a 13/13 penalty, even though you have no previous warnings in your Driver's Logbook. You may also be issued a 13/13 for reasons other than an incident with contact and damage. These may include, but are not limited to, dangerous driving, unsportsmanlike conduct, poor judgment, or gross negligence by a driver and/or any of his/her crew or guests.

It is the duty of all drivers to report any contact during an event. If contact occurs, the driver and car must report immediately to the Start/Finish corner workers station. The driver and car must stay at that corner workers station until released. If contact occurs and the car cannot continue, the driver and car may not go back to their pit - they must report to event chair and stay there until released. If any contact goes unreported, and it is later discovered

that contact did occur, the offending driver(s) will be issued a 13/13 without the possibility of appeal.

In case of an incident, the Event Chair, Safety Chair, Competition Committee and/or designee(s), will meet ASAP before the conclusion of the event to hear the evidence from any parties involved in the incident and to determine if the 13/13 rule is to be enforced. All relevant reports are to be gathered from corner workers and any other witnesses. The tech chairperson, or other qualified individual appointed by the Competition Director, or designee, shall examine all cars involved and report on any damage and/or mechanical failure that may have caused the incident. The competition officials will then meet in private and make whatever determination is necessary informing all involved parties of their decision. All decisions will be by majority vote, before the 13/13 rule is imposed. Key issues to be considered:

- 1) Contact should have been sufficient to cause damage.
- 2) Determining fault is the most difficult of the elements and the following will be considered.
 - a) Track conditions (i.e. debris, water, oil or other substance) which may have contributed to the incident.
 - b) If a mechanical failure occurred, was it a matter of chance that contact occurred? Should the mechanical deficiency have been found at inspection or preparation? In absence of evidence that failure occurred due to poor preparation or inspection, the 13/13 rule may not be imposed.
 - c) Drivers can become, without fault, involved in someone else's incident. The 13/13 rule may not be imposed on anyone who could not prevent being involved or who are without fault in an incident.
 - d) It is ultimately the responsibility of the overtaking driver to be certain that the pass is clean and safe!

Members appealing a 13/13 may do so per Section XI (Paragraph "C") . If the Competition Committee hears the appeal and the 13/13 ruling is upheld, then the start date for the 13/13 will be the date of the hearing. Recipients of a 13/13 Probation or Suspension are not allowed to delay the requirement of missing the next event during an appeal process.

Disposition:

Rejected, too complicated to track and administer, and Club Racing doesn't even do this anymore for single car incidents. We do not have a history of multi-car incidents that indicates we have enough of a problem to implement something this drastic.

Concours

Concours Proposal #1 – 356 Classes

Current Rule:

Section III Car Classification

Full Concours Division

C-1 All Closed 356

C-2 All Open 356

Street Division

S-1 All Closed 356

S-2 All Open 356

Unrestored Stock Division

UR-1 All 356

Wash & Shine Division

W&S-1 All 356

Proposed Rule:

Section III Car Classification

Full Concours Division

C-1 All 356

Street Division

S-1 All 356

Unrestored Stock Division

UR-1 All 356

Wash & Shine Division

W&S-1 All 356

Rationale:

356's are getting older and rarer and not that many are participating any more. Two of our divisions combine all of them into one class. It's time to do that with the other two.

Disposition:

Rejected, judging convertibles is different than judging coupes, separating the cars is a good thing. In the future we will consider separating all convertibles and coupes into separate classes for these divisions

Concours Proposal #2 – 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, Cayenne, Panamera

Proposed Rule:

W&S 5 is getting pretty big. Time to split it up.

Disposition:

Accepted with changes

Concours Proposal #3 – Driving to Events: Special Categories

Current Rule:

Introduction

For in-state shows, all Street, Unrestored Stock, Wash and Shine and Special Categories division entries **MUST** be driven from home port/permanent residence. Competition entries are excepted from this requirement (see Section III Part E).

Street, Unrestored Stock, Wash and Shine and Special Categories division cars may be trailered to out-of-state shows.

Full Concours division cars may be trailered to all events.

Proposed Rule:

Introduction

For in-state shows, all Street, Unrestored Stock, and Wash and Shine division entries **MUST** be driven from home port/permanent residence.

Street, Unrestored Stock, and Wash and Shine division cars may be trailered to out-of-state shows.

Full Concours and Special Categories division cars may be trailered to all events.

Rationale:

Currently only the competition cars class of the Special Categories division can be trailered to an in-state event. The Special Interest and Limited Production classes must be driven. However, when you read the definitions of these classes, it is obvious that they shouldn't be required to be driven. It is highly possible that they won't be street legal and therefore this requirement prevents them from attending our events. For example, the 917 qualifies for Limited Production and Special Interest is by definition highly modified. To require these two classes to be driven to the event makes no sense.

Disposition:

Accepted

Rally

Rally Proposal #1 – Classes

Current Rule:

II CLASSES

There are five (5) competitive classes:

A. Class A - Unlimited equipment (except as noted below).

B. Class B - Contestants using unlimited measuring equipment but no cumulative calculation device; or Stock odometer for measuring distance, with unlimited calculating equipment (calculation equipment must not connect to distance measuring device in Class B).

C. Class C - The only permissible equipment is stock odometer, pencil, paper, and watches/clocks. No calculating equipment or tables are permitted (slide rules, factor tables, calculators, computers, etc.) other than seconds-to-hundredths conversion charts.

D. Class D Class D shall run to the same rules as Class E, as specified in the Zone-8 rally regulations, with the exceptions:

1. That anyone regardless of experience may compete in class D

2. The event chairperson may choose to write a "Tour Course", in conjunction with the regular Zone-8 rally, and use that course as the Class D course, but that course must conform to the Zone-8 rally regulations, as it will count toward the series championship.

The words "Tour Course" are defined as meaning that the rally course referred to as a tour course must not contain any traps (see Section I Part G).

E. Class E - Same requirements as Class C, but for beginners, new to the sport. It is strongly recommended that the Class E rallyists be provided with greatly simplified course and instructions in order to foster their learning of rally skills and to encourage their continued participation in the sport. Receiving a year-end award in Class E requires that the rallyists must move to another class for subsequent years.

Each entrant is responsible for correctly classifying his/her own car. During the rally, there may be a check for proper equipment. 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 it completes the rally the event may be scored

as if the car did not compete.

Proposed Rule changes:

1 - Change class C to match the SCCA rules allowing minimal calculators:

SCCA Rule:

"Paper and "pencil", and timepieces, either electrical or mechanical, which cannot be varied in rate to aid in computation, are permissible. Computation equipment is limited to any standard slide rule-type device(s), single memory, non-programmable calculator(s) and/or tables or books listing speed factors. Mileage measuring equipment is limited to stock odometer(s) in the stock location(s) with a non-varying drive."

2 - Add:

Class C-GPS

This class will have the same requirements as class C with the addition of a GPS in the car.

3 - Add:

Class D-GPS

This class will have the same requirements as class D with the addition of a GPS in the car.

4 - Add:

Class E-GPS

This class will have the same requirements as class E with the addition of a GPS in the car.

Rational for rule changes:

Many people that compete in and run the PCA Zone 8 rallies are also involved with the SCCA rallies. Changing the rules will accomplish the following:

1. reduce confusion in allowable equipment
2. foster greater participation from SCCA members
3. Allow PCA members to practice with equipment that will make it easier for them to compete at other events
4. Make it more fun for the navigators

Allowing simple calculators, slide rules and tables is not a great change in the rules and will not give undue advantage to anyone. In this day in age most people have access to simple calculators on their cell phones or even built into their clipboards.

Many new cars have GPS built in and others have GPS added. The cost is

lower and lower and proliferation of these devices is extreme. Teams with Navigation built into their cars don't turn them off for Rally events. These devices are not sufficient to make them able to compete in either Class A or B. The GPS is an advantage over standard class C though by measuring distance, average speeds and showing the path ahead. Cars equipped with a GPS should operate in a modified class.

Disposition:

GPS portion accepted with changes. SCCA style suggestion rejected, the classes are working fine as is. Any Class C SCCA rallyist can rally in our Class B with their SCCA methods.