

2009 Zone 8 Rules: Things you need to know right away

Note: This summary is only the highlights of the changes to the Zone 8 rules for 2009. It is highly recommended that you read the actual rules document.

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#1 – Fire Extinguishers

Fire extinguishers are no longer required for S/S and S classes at parking lot TT & DE

2008 Rule:

XIII SAFETY CONSIDERATIONS

- J. A securely fastened 2.5 Halotron; 2-lb. Halon or 10-BC rated dry chemical fire extinguisher is required for Time Trials and DE. They are strongly recommended but are not required for Autocross. 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.

2009 Rule:

XIII SAFETY CONSIDERATIONS

- J. A securely fastened 2.5 Halotron; 2-lb. Halon or 10-BC rated dry chemical fire extinguisher is required for Time Trials and DE. They are strongly recommended but are not required for Autocross. 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. For parking lot courses, this requirement is waived for Street Stock and Stock classes.

#2 – Roll Bars/Cages

Open cars are no longer required to have roll bars or cages in S/S and S classes at parking lot TT & DE.

2008 Rule:

XIII Safety Considerations
Part D

For Time Trial and DE roll bars/cages are mandatory in all cars entered in any Improved class or higher, and are strongly recommended in all cars.

All "open" cars in Time Trial and DE are also required to have roll bars/cages, except for Boxsters, 996 and 997 cabriolets in Street Stock and Stock classes. These cars come equipped with adequate factory rollover protection for these classes. Additionally, in parking lot courses the event chairperson may waive this requirement for all "open" cars in Street Stock and Stock classes.

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2009 Rule:

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Part D

For Time Trial and DE roll bars/cages are mandatory in all cars entered in any Improved class or higher, and are strongly recommended in all cars.

All "open" cars in Time Trial and DE are also required to have roll bars/cages, except for Boxsters, 996 and 997 cabriolets in Street Stock and Stock classes. These cars come equipped with adequate factory rollover protection for these classes. In parking lot courses this requirement is waived for all "open" cars in Street Stock and Stock classes.

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#3 – Shock Absorbers

Shock absorbers with more than single mode adjustability are now assessed two points.

2008 Rule:

Section III Assessment of Penalty Points

M. Non-stock shock absorbers with remote or external reservoirs. 2 points

2009 Rule:

Section III Assessment of Penalty Points

M. Non-stock shock absorbers with remote or external reservoirs, or with more than single-mode adjustability. 2 points

#4 – 968 MO30 Performance Package

The points assessed for this option have been reduced by two, for a total of four instead of six.

2008 Rule:

III. Assessment of Penalty Points

Z. For the 968 only, adding MO30 performance package in its entirety with original factory parts (at the factory or after the fact). 6 points

2009 Rule:

Z. For the 968 only, adding MO30 performance package in its entirety with original factory parts (at the factory or after the fact). 4 points

#5 – Camber Adjustment

Any means of adjusting the camber beyond the factory range is now assessed points, not just “camber plates”.

2008 Rule:

Section III Assessment of Penalty Points

- R. Installation of a “Monoball” front suspension or equivalent. Not applicable if the “Monoball” is part of a “camber plate.” 2 points
- S. Installation of front or rear “Camber plates” to increase available camber adjustment (per end) 2 points

2009 Rule:

Section III Assessment of Penalty Points

- R. Installation of a “Monoball” front suspension or equivalent.
2 points

Not applicable if the “Monoball” is part of an item that is assessed points under Part S of this section.
- S. Non-stock items that allow for increased range of camber adjustment beyond the factory range 2 points

#6 – Definition of Street Stock

Street Stock has been split in two, with more relaxed rules for the older cars, thus making it easier for them to comply.

2008 Rule:

II DRIVING EVENT CLASSES

C. Class progression definitions are as follows:

1. STREET STOCK CLASSES (0-2 Points)

Any car having 0-2 penalty points inclusively (as determined in Section III) except that the following modifications are not allowed in Street Stock:

- a) Modification or Removal of catalytic converter
- b) Modification or replacement of factory airbox or filter to increase flow
- c) Headers
- d) Any non-stock suspension improvement (i.e.: shocks, springs, torsion bars, etc)
- e) Aftermarket Mass airflow kits
- f) DME chips - in some cases modification to require 100+ octane fuel
- g) Lightweight flywheels
- h) Removal of weight, and/or redistribution of weight (other than for safety reasons)
- i) The car must be registered for street use
- j) Any tire with a tread wear rating less than 140 (even if delivered as stock factory or OEM equipment)

2009 Rule:

II DRIVING EVENT CLASSES

C. Class progression definitions are as follows:

1. STREET STOCK CLASSES

Street Stock is divided into two sub-classes, 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 penalty points inclusively (as determined in Section III) except that the following modifications are not allowed in Street Stock:

- a) Modification or Removal of catalytic converter
- b) Modification or replacement of factory airbox or filter to increase flow
- c) Headers
- d) Any non-stock suspension improvement (i.e.: shocks, springs, torsion bars, etc)
- e) Aftermarket Mass airflow kits
- f) DME chips
- g) Modifications that require 100+ octane fuel
- h) Lightweight flywheels
- i) Removal of weight, and/or redistribution of weight (other than for safety reasons)
- j) Any tire with a tread wear rating less than 140 (even if delivered as stock factory or OEM equipment)

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 penalty points inclusively (as determined in Section III) except that the following modifications are not allowed:

- a) Tire tread wear ratings less than 140
- b) Aftermarket Mass airflow kits
- c) DME chips
- d) Modifications that require 100+ octane fuel
- e) Lightweight flywheels
- f) Removal of weight, and/or redistribution of weight (other than for safety reasons or unavailability or impracticality of OEM parts, such as bumper replacement.)

#7 – Safety Equipment for X Class

Safety equipment for the X class has never been defined in the past. Now it is.

2008 Rule:

XIII SAFETY CONSIDERATIONS

The following safety equipment is required as cars pass up through the classes due to modifications:

SS/Stock classes: Fire extinguisher (at TT/DE).

Prepared classes: 5 or 6 point harnesses are required (at TT/DE)

Improved classes: Roll bar or cage is required (at TT/DE)

Open-ended steel lug nuts are required (AX and TT/DE)

Modified classes: Driving suits, gloves, socks and boots are required (at TT/DE)

2009 Rule:

For X classes, safety equipment is required, as follows:

If the car is, or at some point in its life was, street legal, then points totals must be tabulated as any A through Q class car would, using the same rules as the they do (Section III, Assessment of Penalty Points), from whatever factory stock was for that model car.

From there, the same break down would be used. Harnesses start at 9 points, roll bar/cages and the lug nuts at 21 points and driving suits at 41 points, just like with the Improved, Prepared, and Modified classes.

For purposes of X class, any increase of tire size over stock will be penalized 2 points.

If the car was never intended for use on any public road (a real race car), the following safety equipment is mandatory:

For Autocross and Time Trial/DE: Open-ended steel lug nuts are required

For Time Trial/DE Only:

5 or 6 point harnesses are required

Roll bar or cage are required

Driving suits, gloves, socks and boots
A securely fastened fire extinguisher or equivalent

Porsche cars that meet or exceed the safety equipment specified in "FIA Appendix K" are considered to be acceptable.

#8 – Cars with PASM

New technology? New points assessments!

2009 Rule:

III. Assessment of Penalty Points

Non-stock PASM (Porsche Active Stability Management, whether or not activated) package in its entirety with original factory parts (at the factory or after the fact) 2 points

#9 – Driving Event Classes

New classes for beginners

2009 Rule:

The following classes are for novice drivers in Autocross only. Therefore these classes are only for drivers with no performance driving experience within the last five years. Drivers are only eligible to participate in these classes for their first 6 events, after which they will be required to move to the correct class for their car. Moving to the correct class prematurely does not extend this number.

Novice 1 – For drivers with any vehicle that would fall into classes A through K, with any level of modification.

Novice 2 – For drivers with any vehicle that would fall into classes L and M, with any level of modification.

Novice 3 – For drivers with any vehicle that would fall into classes N through Q, with any level of modification.

Ladies Novice classes are also available.

#10 – Concours Car Classifications

Splitting up the Concours classes that are getting too big, moving 996 & 997 into their own class.

2008 Rule:

II CLASSIFICATIONS

A) FULL CONCOURS DIVISION

C-6 911-Carrera & Turbo, GT2, GT3 (1989-present: 964, 993, 996, 997)

B) STREET DIVISION

S-6 911-Carrera & Turbo, GT2, GT3 (1989-present: 964, 993, 996, 997)

2009 Rule:

II CLASSIFICATIONS

A) FULL CONCOURS DIVISION

C-6 911-Carrera & Turbo (964, 993)

C-7 911 Carrera & Turbo, GT2, GT3 (996, 997)

B) STREET DIVISION

S-6 911-Carrera & Turbo (964, 993)

S-7 911 Carrera & Turbo, GT2, GT3 (996, 997)

#11 – Concours Divisions

Just a little reorganizing, moving the special category cars into their own division

2008 Rule:

II CLASSIFICATIONS

A) FULL CONCOURS DIVISION

C-10 Special Categories

B) STREET DIVISION

S-10 Special Categories

C) UNRESTORED STOCK DIVISION

U-10 Special Categories

G) SPECIAL CATEGORY CLASSES:

1. Special Interest
(definition follows)
2. Current Competition
(definition follows)
3. Limited Production
(definition follows)

2009 Rule:

Delete C-10, S-10 and U-10

Add a new division:

E) SPECIAL CATEGORIES DIVISION

SC-1 Special Interest

SC-2 Current Competition

SC-3 Limited Production

The following sections of the car will be judged in this division: Exterior, Interior, Engine Compartment and Storage Compartment.

#12 – Out of State Participation

For 2009, any out-of-state requirements for a zone series competition shall be suspended and the minimum number of events to qualify for a zone series year-end award shall be at least 51%. Any bonus points associated with the annual series shall also be suspended for the year.