

2013 Rule Change Proposals for 2014 Implementation

Proposals that are presented here are open to further review and comment. Please send your comments to Russell Shon at rules@zone8.org

New Proposals are also welcome. Please send your rule change proposals to the same email address.

After this review period ends on August 31, 2013 the Z8 rules committee will deliberate and determine which proposals to move forward with. The second review and comment period will begin around September 15, 2013.

General.....	2
General Proposal #1 – Replacing the Sam Wang Award with the Zone 8 Competition	2
General Proposal #2 – Add Event Liability Insurance Language.....	4
AX, TT & DE	5
Driving Events Proposal #1 – Eliminating Hot Weather Condition Exception to Protective Clothing Rule.....	5
Driving Events Proposal #2 – Tech Inspection Waiver.....	7
Driving Events Proposal #3 – Lowering Number of Events Required for Year-End Trophies	10
Concours	12
Concours Proposal #1 – Remove Trailering Requirement Restriction for In-State Shows.....	12
Concours Proposal #2 – Addition of Other Porsche Related Vehicles to the Special Categories Division.....	14
Concours Proposal #3 – Trailering Exception for 40+ Year Old Cars	16
Concours Proposal #4 – Lowering Number of Events Required for Year-End Trophies	18
Rally.....	20
Rally Proposal #1 – Lowering Number of Events Required for Year-End Trophies...	20

General

General Proposal #1 – Replacing the Sam Wang Award with the Zone 8 Competition

Current Rule:

Section VI The Sam Wang Award

.
.
.

Proposed Rule:

Section VI The Zone 8 Competition

The Zone 8 Competition consists of tracking the number of out-of-region events that a Zone 8 PCA member participates in. Only events from the 13 Zone 8 regions qualify and for any one person, only those events from the 12 regions outside of the member's home region. For members with multiple memberships and region affiliations, their home region will be defined as the region within which they reside. The location of the event isn't relevant, only the hosting region. Events that are co-hosted by multiple regions may not be counted for members of those regions.

Winners are determined by a simple count of events attended, with the highest number winning. Award depth will be determined by the number of competitors. The Zone Rep is responsible for determining the recipients and shall present awards at the annual Zone banquet. Contest tracking forms will be available on the Zone 8 web site. Event chairs are responsible for affirming that member did attend their event.

Rationale:

In January of 2013 it was decided to replace the Sam Wang Award with the Z8 Competition, but no definition was formally accepted.

Comments:

A. I have some concerns that participants in Time Trials who also happen to be San Diego or GPX region members would be at some disadvantage as these two regions host most Time Trial events. Even though it encourages participants from these regions to branch out to other events, the core inequity remains.

B. We need to exclude Zone 8 Staff from eligibility for this award.

General Proposal #2 – Add Event Liability Insurance Language

Current Rule:

- None -

Proposed Rule:

Section VII Event Liability Insurance

PCA carries event liability insurance with limits of \$10,000,000 per event. The event liability policy is intended to protect PCA and its chartered Regions, and their members, event officials, instructors, drivers, crews, sponsors, participants, as well as event site landowners/managers/lessors and event racing vehicle owners and sponsors, and event sponsors from bodily injury, property damage, personal injury or advertising claims arising out of a covered incident at a PCA moving car or non-moving car (meetings, picnics, Concours, etc.) event.

As for personal liability and exposure for directing PCA Region activities, PCA has procured the right kinds of insurance for the Club and ALL of its members, whether those members are serving as board members or officers (both National and Region) as instructors, or in any other capacity. We are all insured for liability arising out of Club functions. Of course, the Region must do its part to obtain the certificate of insurance for its moving car events and get the waivers properly executed to assure that coverage is in effect for a specific event. As to decisions that a board member, officer, chief driving instructor, or other official make that are not related to a specific event, coverage exists without having to fill anything out or get any waivers signed.

Rationale:

No rationale given

AX, TT & DE

Driving Events Proposal #1 – Eliminating Hot Weather Condition Exception to Protective Clothing Rule

Current Rule:

Section XIII Vehicle and Driver Safety Equipment

E. Entrants in Time Trial and DE must wear full-length pants, long sleeve shirts and full foot closed toe shoes and socks. Hiking type deep lugged soles are not acceptable. This clothing will be of natural fibers, no synthetics allowed except approved fire resistant material.

.
.
.

The Event Chairperson may declare that a HOT WEATHER CONDITION exists. This recognizes that the safety concern for driver comfort and attention can override the need for long sleeves and long pants. When this has been declared, entrants who are not required to wear a Driving Suit will be allowed to drive in short sleeve shirts and/or short pants.

The use of water-cooled safety clothing is allowed, and encouraged in hot weather.

Proposed Rule:

Section XIII Vehicle and Driver Safety Equipment

E. Entrants in Time Trial and DE must wear full-length pants, long sleeve shirts and full foot closed toe shoes and socks. Hiking type deep lugged soles are not acceptable. This clothing will be of natural fibers, no synthetics allowed except approved fire resistant material.

.
.
.

~~The Event Chairperson may declare that a HOT WEATHER CONDITION exists. This recognizes that the safety concern for driver comfort and attention can override the need for long sleeves and long pants. When this has been declared, entrants who are not required to wear a Driving Suit will be allowed to drive in short sleeve shirts and/or short pants.~~

(Remove this paragraph)

The use of water-cooled safety clothing is allowed, and encouraged in hot weather.

Rationale:

Safety at DE/TT events is paramount. Cool suits were not prevalent when this rule was added. Now they are. Drivers who are concerned about comfort should wear a cool suit.

Comments:

This rule does not appear to be broken, so why fix it. Most of the drivers who are required to wear a racing suit have cool suit systems. Those drivers in newer, unmodified or lightly modified cars will be less inclined to install a cool suit system and would probably opt to miss an event with the potential of hot weather. Most of these drivers are those who are newer to track driving and we should be finding ways to bring them to more track events, not making it more difficult to drive at them.

Driving Events Proposal #2 – Tech Inspection Waiver

Current Rule:

Section XIV Tech Inspection

- A. All cars must pass technical inspection prior to participation. Passing the technical inspection means that the automobile has met minimum safety standards for participation in a PCA event. However, no technical inspection can uncover all possible defects inherent in the vehicle design or otherwise, and neither PCA nor the inspectors can predict unforeseen circumstances. Neither the Porsche Club of America nor the tech inspectors make any express or implied warranty of fitness for any purpose.

.
.
.

- I. After passing Tech inspection, an event sticker will be placed on the upper left (driver side) corner of the windshield. A second event tech sticker will be placed on the left side of each helmet.

.
.
.

- K. If a tech inspector finds a problem that would potentially disqualify a driver, their job is NOT DONE until they have exhausted all avenues and resources available to work with the driver to resolve the problem and get the driver into the event. This would include asking the Event Chair if a one- time waiver would be appropriate; asking the appropriate Zone Staff member (Autocross or Time Trial Chair) for advice and help, including a possible one event rule waiver; as well as trying to locate and install appropriate parts or equipment and other efforts. The goal is customer satisfaction, that is, to try and find a way to allow the club member to participate rather than send them home disappointed.

Proposed Rule:

Section XIV Tech Inspection

- A. All cars must pass technical inspection *or receive a waiver prior* to participation. Passing the technical inspection means that the automobile has met minimum safety standards for participation in a PCA event. However, no technical inspection can uncover all possible defects inherent in the vehicle design or otherwise, and neither PCA nor the inspectors can predict unforeseen circumstances. Neither the Porsche Club of America nor the tech inspectors make any express or implied warranty of fitness for any purpose.

.
.
.

- I. After passing Tech inspection *or receiving a waiver*, an event sticker will be placed on the upper left (driver side) corner of the windshield. A second event tech sticker will be placed on the left side of each helmet.

.
.
.

- K. If a tech inspector finds a problem that would potentially disqualify a driver, their job is NOT DONE until they have exhausted all avenues and resources available to work with the driver to resolve the problem and get the driver into the event. This would include asking the Event Chair if a one- time waiver would be appropriate; asking the appropriate Zone Staff member (Autocross or Time Trial Chair) for advice and help, including a possible one event rule waiver; as well as trying to locate and install appropriate parts or equipment and other efforts. The goal is customer satisfaction, that is, to try and find a way to allow the club member to participate rather than send them home disappointed.

(Editor's Note: The following language (in strikeout) has been reviewed by PCA National legal counsel and has been deemed in conflict with PCA National policy. It has been replaced with language deemed acceptable by PCA National for further consideration.)

~~*Please note: All PCA Club volunteers are covered by the PCA insurance for their actions related to PCA events. This includes all Event Masters, Tech Inspectors and more. They do not incur*~~

~~personal liability related to these actions, specifically the granting of one-time waivers:~~

Please note: Zone 8 Rules are built upon the PCA national DE Minimum Standards. The standards were designed to be minimal in nature so that any region can have more stringent rules, but none should have any more lenient. Any Region that plans to run a DE or Time Trial event must strive to meet all the minimum standards. Therefore, when considering one-time waivers for entrants everybody involved needs to understand that for a DE or Time Trial the following safety rules cannot be waived when applicable to the vehicle in question:

Section XIII

- **Part A: Seat belts**
- **Part C: Helmet**
- **Part D: Eye protection**
- **Part E: Footwear**
- **Part F: Roll over protection**
- **Part K: Fenders**
- **Part P: Arm restraints**

Rationale:

No rationale given

Comments:

I see no reason to pass this rule other to circumvent the rules which are in place to help protect all PCA event drivers. The author has not included any rationale for this rule change.

I cannot support this in any way. There is no rationale or stated need, and absolutely no procedure regarding the granting of the waiver (who, how, when).

(Editor's Note: The rule about waivers is already in existence, something the person making this comment doesn't seem to be aware of. This proposal is purely a clarification of an existing rule.)

Driving Events Proposal #3 – Lowering Number of Events Required for Year-End Trophies

Current Rule:

Section X AWARDS

.
.
.

C. Zone 8 series points for year-end awards will be counted for Zone 8 Autocross and Time Trial events. Only PCA members, family members, or affiliate members shall be eligible for the PCA Zone 8 year-end awards. All events of these series will be scored. To be eligible for year-end awards in the Autocross series, the entrant must participate in at least 40% of the year's autocross events in a single class. Novice class participants are eligible for year-end awards if they compete in at least four events in that class. If there are sufficient events in the season, novices may trophy in both a Novice class and their regular class. To be eligible for year-end awards in the Time Trial series, the entrant must participate in at least 51% of the year's Time Trial events in a single class.

Proposed Rule:

Section X AWARDS

.
.
.

C. Zone 8 series points for year-end awards will be counted for Zone 8 Autocross and Time Trial events. Only PCA members, family members, or affiliate members shall be eligible for the PCA Zone 8 year-end awards. All events of these series will be scored. To be eligible for year-end awards in the Autocross series, the entrant must participate in at least **35%** of the year's autocross events in a single class. Novice class participants are eligible for year-end awards if they compete in at least four events in that class. If there are sufficient events in the season, novices may trophy in both a Novice class and their regular class. To be eligible for year-end awards in the Time Trial series, the entrant must participate in at least **35%** of the year's Time Trial events in a single class.

Rationale:

This will increase the number of participants available for year-end awards. Regions are currently paying the Zone a subsidy for Zone 8 events. But we have seen the number of members qualifying for the year end awards has decreased for the last few years consistently. With the cost of gasoline,

hotels and other travel related expenses; members are less inclined to do events that require a further distance to travel or overnight stays. By reducing the percentage of events required for a YE trophy, members from regions that are the greatest distance North, South or East could qualify for a YE trophy by attending events closer to them, thus costing less in travel and events costs.

For Example, if there were 10 events on the calendar, members in GER could travel to events in CAI, GER, SBR and potentially qualify for a YE trophy. If there is competition in their class, then the contestants would have to determine how many more events they are willing to attend to compete for a YE trophy. If the percentage is higher at 35%, then the members would have one more event they would need to participate in to qualify.

Pros:

- Increased participation in Zone 8 events by members. This will have to be clearly communicated throughout the Zone for an increase in participation to happen.
- Increased attendance at Zone Banquet by people competing in Zone 8 events.
- Increased participation year to year as members see potential of getting a Zone 8 award

Cons: Cost of trophies for YE awards

Concours

Concours Proposal #1 – Remove Trailering Requirement Restriction for In-State Shows

Current Rule:

Section I Introduction

- B. For in-state shows, all Ubergang, Street, Unrestored Stock and Wash and Shine division entries MUST be driven both to and from their home port/permanent residence. The following exception will be made for multi-event weekends: for those cars which are participating in both concours and performance driving events of a multi-event weekend, these entries may be driven both to and from their garage or hotel, etc. Such cars may not be trailered directly to the show area.

Proposed Rule:

Remove the trailering restriction mentioned in this section. (*Editor's Note: Remove subsection B.*)

Rationale:

This may be too stringent a requirement for our level of competition. Also, more people may be willing to travel to other region's events if they are allowed to trailer.

Comments:

I disagree with this proposal. Driving a car, entered in the four Divisions listed, for anything other than an out of state Concours and/or the Porsche is 40 years of age or older, is not too hard on competitors when we consider certain things. First of all, contrary to the rationale given for this proposal, I don't believe that more people will be willing to travel if they are allowed to trailer. Quite the contrary, I think it will inhibit competition due to the expense of trailering. Most of us will have to rent a trailer and quite possibly a tow vehicle. A major component in the decision to remove the "out of state" requirement to qualify for Year End Awards was the expense. Granted, some of that expense can be attributed to lodging and fuel, but trailer and tow vehicle rentals are not inexpensive either.

So, if we were to accept this proposal, how many current entrants, that had driven their car, would want to compete against an in-state car that was trailered to an in-state Concours? I know I wouldn't be too motivated to enter nor would I want to have to rent a trailer and tow vehicle to be competitive.

The acceptance of this proposal and proposal #3 could turn the Series into a rich person's hobby and is unnecessary.

Concours Proposal #2 – Addition of Other Porsche Related Vehicles to the Special Categories Division

Current Rule:

Section III Car Classification

F. Special Categories Division

.
. .
.

Proposed Rule:

Add:

4. Other Porsche related vehicles. This class includes other Porsche vehicles, such as tractors, and vehicles developed in collaboration with Porsche, such as the Abarth Porsche, where one of either the body or the engine do not meet the requirement being manufactured by Porsche.

Options: Could specify that this was an optional class, at the event chairs discretion. Or, this could be region only competition, no zone points awarded, no zone year end trophy for this class, does not participate in the zone division competition either, etc.

Rationale:

We always get a few requests each year for cars like these and they provide interesting flavor to the event. They are historically significant and spice things up with a little variety as well as being educational and fun. And it really irritates people when you tell them no; unnecessarily in my opinion.

Comments:

I disagree with most, but not all of this proposal. First of all the term: ". . . Porsche related vehicle." is too vague. What is a "Porsche related vehicle."? Would a fiberglass Speedster bodied vehicle with a VW belly pan and a 356 or a 914 engine be included? Or, what about a kit car that has Porsche suspension? The "Options" offer a myriad of variations, which seems to indicate that the proponent isn't quite sure where to go with their desire to sanction non-Porsches in a Porsche Club of America Region's Concours.

The rationale states that "we always get a few requests each year for cars like these . . . "; these cars " . . . are historically significant and spice things up with a little variety . . ."; as well as ". . . it really irritates people when you tell them no;". Well, this is the Porsche Club of America and we are only concerned with showing Porsches. Adding a little variety and spice to a Concours is not the purpose of a PCA sanctioned Concours. But if it were, there are plenty of historically significant and interesting Porsches out there. Just go get them! Let's not take away from the beauty and significance of Porsches by allowing non-Porsches to enter/display at a PCA Concours. There is a place for these interesting vehicles, just not at a PCA Concours. As to irritating people, it is not our intention, but the bottom line is that these Concours are for Porsches. Period.

While I enjoy seeing Porsche tractors at the Concours, my question is how would we judge them? How is it fair for a Competition car to compete against a vehicle that has only one seat, no storage area (as far as I know), no glass, etc. to be judged? Do we put them in their own Division? Wouldn't be very competitive would it? Do we really have that many tractors that we would be doing anything less than just giving out a trophy for basically just showing up? That I believe, would dilute the value and sense of accomplishment that winners in the other Divisions feel when they earn their trophy. Obviously, a Porsche tractor in Display is not a problem, but if they want to be "competitive" where do they go?

Concours Proposal #3 – Trailering Exception for 40+ Year Old Cars

Current Rule:

Section I Introduction

- B. For in-state shows, all Ubergang, Street, Unrestored Stock and Wash and Shine division entries MUST be driven both to and from their home port/permanent residence. The following exception will be made for multi-event weekends: for those cars which are participating in both concours and performance driving events of a multi-event weekend, these entries may be driven both to and from their garage or hotel, etc. Such cars may not be trailered directly to the show area.

Proposed Rule:

Section I Introduction

- B. For in-state shows, all Ubergang, Street, Unrestored Stock and Wash and Shine division entries MUST be driven both to and from their home port/permanent residence. The following exception will be made for multi-event weekends: for those cars which are participating in both concours and performance driving events of a multi-event weekend, these entries may be driven both to and from their garage or hotel, etc. Such cars may not be trailered directly to the show area. **The following exception will be made for cars in the Street class over 40 years of age: these cars may be towed to an event which is 50 miles or more from their home base.**

Rationale:

As these vehicles age, the probability of breakdown increases. Allowing a vehicle over 40 years of age to be towed to a Concours that is 50 miles or more from their home base, would encourage members to bring these cars out to venues that are further from home, thereby increasing the attendance of cars at regional Concours throughout the Zone from distances they would not be comfortable traveling otherwise.

Comments:

I disagree with this proposal. If we were to accept this proposal, how many current entrants, that had driven their car, would want to compete against an in-state car that was trailered to an in-state Concours? I know I wouldn't be too motivated to enter nor would I want to have to rent a trailer and tow vehicle to be competitive.

I disagree with the rationale that allowing a 40+ year old Porsche entered in the Street Division to be trailered would encourage members to bring these cars out to Concours farther away from their home base.

The probability of breakdown is cited and perhaps *possibility* is a better term here, but let's look at the last sentence of the current Concours Rules:

"I Introduction": "Therefore, the purpose of this Zone 8 Concours Series is to select the best prepared and ***maintained*** Porsche." (my bold and italics).

So, maintenance of our Porsches is part of the stated purpose we have for having the Concours Series. The Concours is not a static display of Porsches, we want to encourage folks to keep their car in good condition and to *drive them*. In my circumstances, there would only be one other Region's Concours that I would be restricted from trailering to and I would hazard a guess that many others would be in the same situation. There is a reason the Division is titled **Street**.

The acceptance of this proposal and proposal #1 could turn the Series into a rich person's hobby and is unnecessary.

Concours Proposal #4 – Lowering Number of Events Required for Year-End Trophies

Current Rule:

Section VI AWARDS

.
. .
.

C. Participation awards are encouraged but are at the Event Chairperson's discretion. To be eligible for a year-end award, a participant must have earned at least 300 service points and have achieved one of the following in a single class:

1. Have competed in at least 51% of the Zone 8 Concours events.
2. Have competed in at least four Zone 8 Concours, including at least one out-of-state Zone 8 Concours.

Proposed Rule:

Section VI AWARDS

.
. .
.

C. Participation awards are encouraged but are at the Event Chairperson's discretion. To be eligible for a year-end award, a participant must have earned at least 300 service points and have achieved one of the following in a single class:

1. Have competed in at least **35%** of the Zone 8 Concours events.
2. Have competed in at least four Zone 8 Concours, ~~including at least one out-of-state Zone 8 Concours.~~

Rationale:

This will increase the number of participants available for year-end awards. Regions are currently paying the Zone a subsidy for Zone 8 events. But we have seen the number of members qualifying for the year end awards has decreased for the last few years consistently. With the cost of gasoline, hotels and other travel related expenses; members are less inclined to do events that require a further distance to travel or overnight stays. By reducing the percentage of events required for a YE trophy, members from regions that are the greatest distance North, South or East could qualify for a YE trophy by attending events closer to them, thus costing less in travel and events costs.

For Example, if there were 10 events on the calendar, members in GER could travel to events in CAI, GER, SBR and potentially qualify for a YE trophy. If there is competition in their class, then the contestants would have to determine how many more events they are willing to attend to compete for a YE trophy. If the percentage is higher at 35%, then the members would have one more event they would need to participate in to qualify.

Pros:

- Increased participation in Zone 8 events by members. This will have to be clearly communicated throughout the Zone for an increase in participation to happen.
- Increased attendance at Zone Banquet by people competing in Zone 8 events.
- Increased participation year to year as members see potential of getting a Zone 8 award

Cons: Cost of trophies for YE awards

Comments:

I disagree with this proposal. While this may increase the number of Year End Award recipients, this will more than likely decrease the participation in Regions' Concours as fewer Concours will be required. If folks only have to go to four Concours, they may well ignore certain Regions' Concours because "I've got my four in.". This will also hamper Regions in getting qualified judges for their Concours as most Concours judges are also entrants and if they don't have to enter any more Concours that year, they are less likely to travel to just judge.

Let us remember that Year End Awards are probably funded in part by a portion of the Regions' entry fees. If we require fewer Concours in order to award more trophies, thus lowering the entries, what is the financial impact?

I also feel that this proposed lowering of the number of Concours to qualify will dilute the value of a Year End Award. Fifty-one percent of the Zone 8 Region's Concours is an easily attainable level of participation and preserves the integrity of the Year End Awards.

Rally

Rally Proposal #1 – Lowering Number of Events Required for Year-End Trophies

Current Rule:

Section VII ADMINISTRATIVE

E. Only PCA members, family members, or affiliate members shall be eligible for the PCA Zone 8 year-end awards.

2. In order to qualify for a year-end award, entrants must compete in at least 51% of the year's Zone 8 rally events in a single class. Writing or working does not substitute for competing in a rally to satisfy the 51% requirements, although the points do count towards a year-end award.

Proposed Rule:

Section VII ADMINISTRATIVE

E. Only PCA members, family members, or affiliate members shall be eligible for the PCA Zone 8 year-end awards.

2. In order to qualify for a year-end award, entrants must compete in at least **35%** of the year's Zone 8 rally events in a single class. Writing or working does not substitute for competing in a rally to satisfy the **35%** requirements, although the points do count towards a year-end award.

Rationale:

This will increase the number of participants available for year-end awards. Regions are currently paying the Zone a subsidy for Zone 8 events. But we have seen the number of members qualifying for the year end awards has

decreased for the last few years consistently. With the cost of gasoline, hotels and other travel related expenses; members are less inclined to do events that require a further distance to travel or overnight stays. By reducing the percentage of events required for a YE trophy, members from regions that are the greatest distance North, South or East could qualify for a YE trophy by attending events closer to them, thus costing less in travel and events costs.

For Example, if there were 10 events on the calendar, members in GER could travel to events in CAI, GER, SBR and potentially qualify for a YE trophy. If there is competition in their class, then the contestants would have to determine how many more events they are willing to attend to compete for a YE trophy. If the percentage is higher at 35%, then the members would have one more event they would need to participate in to qualify.

Pros:

- Increased participation in Zone 8 events by members. This will have to be clearly communicated throughout the Zone for an increase in participation to happen.
- Increased attendance at Zone Banquet by people competing in Zone 8 events.
- Increased participation year to year as members see potential of getting a Zone 8 award

Cons: Cost of trophies for YE awards