

What happened to my Proposal for 2014?

The original proposals are presented here with their disposition as determined by the rules committee.

The surviving proposals will be presented in an additional document for further review and comment by the membership.

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General

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

Disposition:

ACCEPTED. Added language to exclude Zone 8 Staff from eligibility for this award.

Current Rule:

Section VI The Sam Wang Award

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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.

General Proposal #2 – Add Event Liability Insurance Language - ACCEPTED

Disposition:

ACCEPTED.

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 - DENIED

Disposition:

DENIED. General feedback is that preventing overheating and dehydration on hot weather days is a bigger safety concern than incidental fire protection.

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.

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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.

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~~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.

Driving Events Proposal #2 – Tech Inspection Waiver - MODIFIED

Disposition:

MODIFIED. Dropped disclaimer language, rewrote Section XIV.K so that is clearer and makes more sense.

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.

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- 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.

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- 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.

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- 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

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

Disposition:

DENIED. General sentiment is that current rules are O.K. for AX and TT events.

Current Rule:

Section X AWARDS

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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

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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 - DENIED

Disposition:

DENIED. These divisions are designed for street driven cars. If trailering is allowed in these divisions, it puts those who don't want to spend money on a trailer at a disadvantage. For those who can afford to trailer there is Full Concours.

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.

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

Disposition:

DENIED. As written, proposal is not specific enough to provide enforceable guidelines while maintaining the spirit of the rules as a Porsche concours.

Current Rule:

Section III Car Classification

F. Special Categories Division

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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.

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

Disposition:

DENIED. These divisions are designed for street driven cars. Concours cars are both "prepared" and "maintained", so breakdowns on the highway shouldn't be an issue with a well maintained car. Also, if trailering is allowed in these divisions, it puts those who don't want to spend money on a trailer at a disadvantage. For those who can afford to trailer there is Full Concours.

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.

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

Disposition:

MODIFIED. Language re-written to require 35% of events for Class awards, 51% of events for Division awards.

Current Rule:

Section VI AWARDS

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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

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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

Rally

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

Disposition:

ACCEPTED.

Current Rule:

Section VII ADMINISTRATIVE

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

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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

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

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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