

2010 Rules Changes

The comments are in and we've decided on the final PCA Club Racing Rules for 2010. The rules that were posted for comment are divided into 3 categories: Rules Adopted for 2010; Rules Adopted with Modifications for 2010; and Rules Proposals Not Adopted.

The comments provided by you were very valuable to the process. In some cases it is a clear matter of overwhelming support. In some other cases, racers provided information that we did not have when initially reviewing the rules proposals and that information was critical. There's nothing like real data to inform decision making!

The number of the original rule proposal (e.g. "Stock 3) has been retained in the lists below to make it easier to follow what happened to your favorite rule. In some cases where it may not be obvious, the reason for the decision follows the rule.

Rules Adopted for 2010

Stock

1. Allow all carpeting to be deleted from stock class cars. Note: We will also allow deletion of headliners from all cars as well, not just those with welded-in cages. General Rule 9 will apply: "Vehicles entered in the program must, in addition to meeting safety and classification rules and regulations, be presented in an attractive and eye-pleasing manner."
2. Allow all AC components to be deleted from stock class cars.
3. Allow the full use of camber plates for camber adjustment in stock class cars. "Camber plates" will be defined as devices allowing for camber adjustment at the top of the shock.
4. Allow the welding of flat metal for repair of chassis cracks. Added material may not connect with roll cage components or otherwise provide chassis stiffening beyond the repair of worn areas. Welded metal cannot be used for ballast.
7. Class Boxster and Boxster S in the same class as the comparable Cayman. This results in a change in current classes for only one car, the 2008 Boxster S, which moves to H class. Minimum Boxster weights will be set to the lower Cayman weight.
10. Classify 2009 and 2010 models based upon Porsche-published specifications. Table follows:

Class	Year	Model	Weight	HP	Ratio (lb/hp)
G	2009-2010	Boxster	2932	255	11.50
I	2009-2010	Boxster S	2976	310	9.60
J	2010	Boxster Spyder	2811	320	8.78
G	2009-2010	Cayman	2932	265	11.06
I	2009-2010	Cayman S	2976	320	9.30
H	2010	Panamera S	3968	400	9.92

H	2010	Panamera 4S	4101	400	10.25
J	2010	Panamera Turbo	4343	500	8.69
I	2010	911 Carrera	3075	345	8.91
J	2010	911 Carrera S	3131	385	8.13
I	2009-2010	911 Carrera 4	3241	345	9.39
J	2010	911 Carrera 4S	3263	385	8.48
L	2010	911 Turbo	3461	500	6.92
L	2010	911 GT2	3175	530	5.99
L	2010	911 GT3	3075	435	7.07
L	2010	911 GT3RS	3020	450	6.71

Prepared

3. Prepared Rule 4: Add “brake booster” to the brake components listed as “free” in “prepared.”

GT

4. Classify 987-based motors in GT with a performance factor of 140 HP/L.

GTB

1. Split GTB into GTB1 for 996-based cars and GTB2 for 997-based cars. Weights will be established so that most cars can get close to the required weight with little ballast. With the 996s and 997s grouped together, some of the 997s had more than 100 pounds of ballast while the 996s were still 100 or more pounds heavier than their minimum weight.
3. Add Cayman S cars prepared to HSR Cayman Interseries specifications into GTB, with an appropriate minimum weight. The Interseries cars have stock drive trains, but lack an interior and have chassis bracing that puts them into GT. GTB fits the basic “spirit” of these cars. Other Caymans that fit the formula of stock drive train and no interior can also run in GTB.

GTC

1. Allow GTC4 cars to change the brake master cylinders. This change has been adopted by other sanctioning bodies; it provides better pedal feel and fewer foot injuries.
2. Allow optional Supercup exhaust on GTC4 cars. Apparently, you all feel louder is better!
3. Allow aftermarket camber plates in GTC1 (factory part is no longer available, and there is no camber advantage to the aftermarket plates).
4. Allow aftermarket doors and decklids in GTC3 and GTC4 in place of the carbon fiber parts. Replacements must be identical in every respect except weight and material. Parts can be no lighter than the stock parts. (You won’t be able to find lighter parts than the original.)
5. **NEW:** Establish GTC5 and classify 2010 GT3 Cup in GTC5. We received the specifications on the 2010 GT3 Cup, and it is a significant advancement over the current GTC4 cars, including a different chassis. As a result, we are adding a new Cup class.

Other

1. Keep 13/13 rule as modified at beginning of 2009 and make elimination of an automatic 13/13 for single car incidents a permanent change.

Rules Adopted with Modification

Stock

8. Reverse Stock Rule 4.H. so that alternate ABS control units in 987/997 are not allowed. In its place we are considering specifying the allowed replacement(s) and the allowed associated changes that need to be made as a result.

This rule was adopted with modification. We have adopted the first part of the rule proposal: Stock Rule 4.H. will be reversed and alternate ABS control units in 987/997 will not be allowed in stock class. However, we will allow alternate ABS control units as a “prepared” change.

9. Allow Cayman, Boxster and 997 cars to make changes to prevent heat-related failures of power steering system. Allowable changes that are approved for 2010 include:

- Change all lines and fittings to -4 and Aeroquip (plastic rings in the fittings melt)
- Add cooler for pump

The third change proposed will not be an allowed change:

- Relocate pump and reservoir

Prepared

4. Allow aftermarket air intakes such as cold air intakes as a prepared change. Changes to mass air flow meter/sensor would remain a 2-class bump.

Cold air intakes will be allowed as a “prepared” change but the change will be allowed only in all Boxsters, Caymans, Panameras, and 911s from 1999 to present.

Spec Classes

1. Make changes to Spec classes based upon the 2010 rules for each series of origin.

This is adopted with one change: PCA Club Racing will allow SPBOX to run an alternate front wheel and tire to permit an “all square” set up with 17 x 8.5 inch wheels front and rear, running 255x40x17 tires. The standard set up with 17 x 7 inch front wheels running 225x45x17 will also be permitted.

GT

3. Move normally aspirated water-cooled 911 engines in earlier chassis into GT using the theoretical HP/L values established for the current GTA cars.

Since we did not establish HP/L values for the GTA cars, this rule cannot be adopted in its entirety. However, if the normally aspirated water-cooled 911 engine is of type M96 or M97, then it will be classed in GT according to weight and appropriate M96 or M97 performance factor, even if the engine is in a 993 or earlier chassis.

Enduro Protocol

1. Allow non-pressurized refueling set-ups that promote safe refueling, especially devices where the fuel container remains on the cold side of the wall. Limitations to be considered:

- Mandatory safety devices on rigs, such as auto shut-off and dead man handles
- Whether hand-crank set-ups will be allowed, since these are pressurized; if so, the amount of fuel in the reservoir cannot exceed the amount to be added to the car.
- Amount of total fuel to be allowed in the pit area, even on the “cold” side of the wall.

We felt that allowing certain types of refueling rigs was too much of an advantage to racers with professional crew support. However, hand-crank units are a reasonable cost, easy to use, and keep the fuel on the “cold” side of the wall. We will specify there can be no more fuel in the reservoir than will fit in the car. The hand-crank creates pressure that continues the flow of fuel after you stop cranking, so it is important to limit the amount of fuel that could possibly be added.

Rules Proposals Not Adopted

Stock

5. Allow aftermarket fuel rails in 944s, so long as the stock fuel pressure regulator is maintained. Although billed as a “safety issue,” it’s difficult to say that the failure of a part that is more than 20 years old is a safety problem. Further, we have no reason to believe that the aftermarket substitute will be safer, and it was considered a performance advantage. It was noted that failures may have occurred primarily on cars where the balance shaft was removed, and of course none of you folks have done that! Or at least you shouldn’t have done that.

6. Reinstate a minimum diameter of wheels/tires to avoid the equivalent of a R&P change by use of smaller wheels and tire sizes.

The difference in gearing from stock diameter that is actually available through the use of smaller tires is about 3%. A R&P change is about 12%. Consequently, the difference achievable through smaller tires does not seem to be large enough to justify adding a rule. Those running larger wheels can find that they’ve added 3% so the difference between larger tires and smaller can be 6%. Whether the larger or smaller wheels are an advantage seems to depend on the track.

Prepared

1. Allow aftermarket control arms with adjustable end links as a prepared change.

This was too open to interpretation; some racers immediately came up with creative parts substitutions and started designing their custom A-arms.

2. Allow weight reduction of 100 lbs as a prepared change; all required equipment for stock/prepared cars must be maintained.

In general, 100 lbs was considered too large a reduction to allow in addition to other “Prepared” modifications.

Spec Classes

2. Replace the current Spec Class rules in the rule book with references to the rules for the originating series.

Although our rules generally follow other series rules for these classes, we will retain the text of the rules in the PCA Club Racing Rules for easy reference by racers and scrutineers.

3. Add Vintage 911, based upon the 1972 SCCA GCRs.

With the current GT rules, we felt that these cars would fit into an appropriate GT class that is likely to be “slower” than the GT class that would have been indicated under our old engine

displacement formula. Consequently, we do not think this class is really needed, and it has only attracted interest from a couple of racers.

GT

1. Remove class distinction between R and S, and adjust Performance Index values to compensate:

GT car on DOT tires:

- 380 and below: GT1
- 381 to 485: GT2
- 486 to 625: GT3
- 626 to 775: GT4
- 776 to 925: GT5
- 926 and above: GT6
- GT car on non DOT tires -- same values as today

There's a lot of sentiment to combine R and S to reduce the number of classes, but the formula as published was probably too large a weight difference between the two tire types. There was also some discussion of whether tires were really as big a difference as other GT preparation items where there is no class difference. Expect to see a revised version of this rule next year; based on the comments the rule needed too much revision from the proposal for it to go forward in 2010.

2. Move GTA cars into GT by assigning a theoretical HP/L value to the 996 and 997 normally aspirated race motors. Comments regarding the appropriate HP/L values are welcome. GTA will remain as the class for water-cooled flat six race motors, with GTA1 for 996-based and GTA2 for 997-based. This means that GT cars based upon street or race GT3 variants are GTA. However, please note that GT cars with street 996 or 997 engines are in the GT classes. The M96 engine has a HP/L factor of 135, and, with the 2010 rule, the M97 engine has a HP/L factor of 140. It still seems desirable to have the factory race engines in GT as well. The engine classification is likely to be based upon single-throttle vs. six-throttle motors, but information on their horsepower/liter potential is limited. Also, we have not decided what to do about the minimum weights that now exist in GTA but do not exist in GT.

GTB

2. Replace description of GTB with a reference to cars meeting Koni Challenge rules, plus the 3.8L X-51 cars with a weight penalty.

Although most GTB cars have come from the Koni Challenge series, we do not wish to tie our rules directly to Koni rules. The rules for Koni Challenge have considerations that are much different from PCA, such as balancing of competition across different marques.

Safety

1. Cars that are raced in the rain must have functioning head and tail lights. We strongly recommend that cars have functioning lights under certain low light conditions, including heavy rain. Taillights and front running lights are suggested. However, we did not feel we could require lights just for rain unless we required all cars to have functioning lights.
2. Require either a side net on the right side of the driver or side head bolsters on the race seat. We will add this to the rules as a recommendation, but not a requirement.

3. Require window nets to be attached to the roll cage (rookies racing with roll bars would be exempt until required to install a cage)

We strongly recommend that window nets should be attached to the roll cage/chassis rather than mounted on the door. If the net is on the door, there is no protection to keep your limbs in the car if the door comes off or flies open in a crash. However, we will not make this a requirement.

Rules Clarifications Adopted

These are changes to the rules language so that the language more closely describes the way the rule is enforced.

1. Change language of Stock Rule 1.A. to read: “As delivered from factory. No modifications after the air filter box or before the exhaust headers.” Additional clarification language: “Mass flow sensor may not be relocated.”
2. Clarify that plastic windows as delivered on Porsche factory race cars are allowed (remove line requiring them to be removable.)
4. Clarify that where “factory parts” are specified in the rules, these are Porsche factory parts appropriate for the car model for the model years in the car’s class. We will provide definitions in the rules for “factory,” “OEM” and “aftermarket.”
5. Prepared Rule 6.D.: Clarify that the maximum extension for any rear wing is the same as the maximum extension of added spoilers in Stock Rule 6.G., which is an addition of no more than 1” of factory body length.
6. Stock Rule 6.G.: Delete “but any stock component mounted to the deck lid must be retained” from the end of the paragraph. The “stock component” was the AC condenser, which we allowed to be deleted in 2009.
7. Make a single, consolidated weight table for all classes with minimum weights.
8. Revise Chart A in both SP2 and SP3 rules to clarify that the letter classes referred to are PCA classes. Include “stock” and “prepared” to clarify the required weight if “prepared” modifications are found.

Rules Clarification Not Adopted

3. Clarify that the allowed shock tower braces in stock classes must be bolt-in, cannot require drilling of additional holes, and are bolted only to the shock towers.

This language created problems with one manufacturer’s triangulated brace (but not another manufacturer’s brace of very similar design) and also with the 944 braces that bolt to brackets attached to the shock tower rather than the shock tower itself.