

2010

**PCA
CLUB RACING
RULES**

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PCA CLUB RACE LICENSING POLICY

PURPOSE

This policy will define the requirements and procedures for participating as a driver in any PCA Club Racing event.

REQUIREMENTS

1. All participants in a PCA Club Race must be PCA members in good standing.
2. All participants in a PCA Club Race must hold a current PCA Club Racing License, and be a competitor in good standing.

LICENSING PROCEDURES

1. To obtain a PCA Club Racing License, a member must first make application to the PCA Club Racing National Committee (PCA Club Racing Committee). Application forms may be obtained from the PCA National Club Racing Program Coordinator (National Club Racing/CRPC) or from our web site www.PCA.org and then Club Racing and then Forms.
2. There is an annual licensing fee of \$75.00, payable to the PCA Club Racing, due with the Licensing Application, and subsequently due annually. A fully completed medical certification, which must be no older than 60 days at the time of submittal and updated a minimum of every two years or annually, if determined by the examining Medical Doctor, is also required. After the completion of all requirements, a License will be granted and it must be presented at registration at all Club Races along with a photo identification. In the event of an injury or significant change in medical condition, the PCA Club Racing Committee may require an updated medical certification.
3. The application will provide for two routes to obtaining a PCA Club Racing License:
 - A. Via an existing competition license with experience from a recognized road racing sanctioning organization, including SCCA, PSR, USRRC, ALMS, POC, NASA Racing and any vintage group which is a member of the Vintage Motorsport Council. Application must include documentation of six (6) completed races (e.g., race results) from the previous twenty four (24) months and a copy of the current racing license.
 - B. Through attendance and successful completion of a PCA Club Racing School (see Number 5 below).
4. Licenses will be maintained by the PCA Club Racing Committee. All 13/13 incidents and penalties will be tracked by the PCA Club Racing Committee, and a data base will be maintained on those drivers on probation or suspension.
5. For members without an existing competition license, and hence applying to attend the PCA Club Racing School (Club Racing School), the application will require that:
 - A. The applicant must present evidence of having completed twelve (12) or more days of race track driving training and experience at driver's ed events, time trials, race schools or equivalent events within 24 months. (Equivalency will be evaluated in terms of number of sessions with in-car instruction.) Dates, locations, sanctioning body, Chief Instructor, Run

Group data, and instruction status (e.g., signed off by instructor after the first two sessions) data shall be provided.

- B. The applicant must provide a signed certification from his/her sanctioning body's Chief Instructor (or equivalent). The certification will: describe the applicant's ability with regard to basic high speed driving skills; describe the applicant's ability to drive without an instructor in Run Groups higher than beginner; and, include information on the applicant's courtesy and general awareness at all times on the track. The purpose of this certification is to gain information about the applicant's track experience and not to receive a recommendation of the applicant as a possible Club Racer.

With these requirements fulfilled, the applicant will then be permitted to attend the Club Racing School.

Upon successful completion of a Club Racing School, a member will be granted a PCA Club Racing Rookie License. This will be in effect for four (4) Club Racing events (including the event of the school). Each rookie will be required to display a rookie tape "X" on the rear deck lid or bumper, and their performance will be monitored closely by the Committee. After successful completion of four (4) incident free events, the Rookie status will be deleted. It is required that these races be completed in at least two years in order to be granted a Full License.

6. For members with an existing competition license with experience, a PCA Club Racing Provisional License may be granted. This will be in effect for their first four PCA Club Race events. Completion of these four incident free events is required within a two year period. Performance will be carefully monitored at these events, and if satisfactory, the Provisional status will be deleted. In addition, each new Provisional license holder will be required to attend the Club Racing Orientation Meeting at his or her first PCA Club Race. A driver who does not complete four races in two years may be required to attend, at their next event, the Orientation Meeting and the Licensing School.
7. A driver will maintain a Full License by competing successfully in four races within two years, and being current with dues and medical histories; races in other approved venues can be used to fulfill this requirement by submitting result sheets to the Club Racing Program Coordinator. If a driver fails to fulfill this minimum requirement, he/she may be required to attend the Orientation Meeting and Licensing School at the next event entered in order to maintain Full License status. A driver may stay active in the PCA Club Racing program by paying current dues which will retain him/her on the mailing list for the Newsletter.

CLUB RACING SCHOOL PROCEDURES

1. Attendance at the Club Racing School will be approved by application as noted above.
2. Club Racing School attendees will be required to have all the personal and car safety equipment as required by the PCA Club Racing Program Rules and Equipment Regulations; pre-School inspections will be for personal and car safety equipment.
3. The Club Racing School will be conducted in conjunction with the first practice day of a PCA Club Race and will be organized as follows:
 - A. Registration and safety equipment inspection.
 - B. Club Racing Orientation Meeting, conducted by the PCA Club Racing National Steward (National Steward) for the race, which will focus on procedures for the School and detailed discussions of race driving etiquette, techniques, and on-track safety procedures. The classroom session will be held in the evening before the first day of the Club Race.

- C. Open practice sessions. License candidates will practice with the regular race groups.
- D. Review of open practice session comments with each license candidate.
- E. Practice rolling start session, with at least three starts, with the last practice start allowed to continue to a short practice race. These sessions will be for all race groups if time permits.
- F. Review of performance results with each license candidate.

PCA CLUB RACING PROGRAM

GENERAL RULES

1. The PCA Club Racing Program is designed to be fun, safe and competitive. Good sportsmanship, honesty, and a sense of fair play should exist at all times.
2. Conduct that is inappropriate to the intent and spirit of the PCA Club Racing Program, jeopardizes safety or results in dangerous or damaging situations will not be tolerated. In addition to the normal discretion of the National Stewards to deal with inappropriate and unsafe conduct during all Club Race sessions, the 13/13 rule will be in effect at all PCA Club Racing events and will be imposed for such conduct. Under this rule, any incident which results in car damage will cause the following:
 - A. The National Stewards will collect and review all information relating to the incident, including corner worker and other observer reports, driver statements, and damage and incident reports from the PCA Club Racing National Scrutineers (National Scrutineers). In the case of an incident involving more than one car, the National Steward will make a determination of fault.
 - B. Drivers involved in an incident shall immediately exit the track during the session and report to the Black Flag Station and then to the 13/13 impound area, as directed. Drivers will then report to Medical and then to the National Steward and shall not be allowed on the track until being cleared by the National Steward.
 - C. Any driver who is found to be at fault in an incident involving more than his or her car will be:
 - 1) Excluded from competition for the remainder of the event at which the incident occurs.
 - 2) Placed on probation for a thirteen (13) month period by the National Steward. If during this probation period the driver is involved in another "at fault" incident, his competition privileges will be suspended for thirteen (13) months. Suspended drivers must petition for reinstatement to the PCA Club Racing National Chairman (National Chairman). Re-entry into the program will be at the discretion of the PCA Club Racing National Committee and the driver may be required to return on probation.
 - 3) Subject to more severe penalty should the seriousness of any incident warrant it.
 - D. Any competitor, after having been in an incident, who fails to immediately exit the track and report to the Black Flag Station or leaves the event without talking to the National Steward, shall be presumed to be at fault.
 - E. Any driver who has received a 13/13 must attend the Orientation Meeting at the next race in which they compete.
 - F. Any competitor who has been determined to be at fault and has received a 13/13 may request a review of the determination by written (or e-mail) request to the National Chairman within thirty (30) days of the determination. Said request shall provide all

documentation and/or justification as to why the determination should be reviewed.

3. Only PCA Club Racing Program “licensed” drivers are eligible to compete and only registered drivers may participate in the car in which they were registered in during the event. Violations of this rule will result in the disqualification of both drivers.
4. Any modification not specifically listed is not allowed. In other words, if the rules don’t say you can do it - DON’T.
5. Stock classes are based on factory published horsepower, torque, weight, gearing and racing performance in previous years of the program. All cars must conform to published figures when tested. The National PCA Stewards reserve the right to test any car for conformance.
6. Only Porsche manufactured sports cars are eligible.
7. Definitions of terms used in the rules:
 - Factory parts: Parts sold by Porsche as the stock parts appropriate for the specific car model and year.
 - OEM: Parts equivalent to the parts sold by Porsche as the stock parts appropriate for the specific car model and year, except that the parts are from the supplier that made the parts for Porsche.
 - Aftermarket: Parts from sources other than Porsche or OEM.
8. All cars must display easily readable numbers (1 - 3 digits only) for identification. The numbers must be displayed on each side, the front and the rear of the vehicle on a contrasting background. Numbers shall be at least 8 inches high with 1-1/2 to 2 inch strokes on the sides and front and 4 inches high with a 1 inch stroke on the rear. Magnetic numbers must be securely taped in place. The PCA Racing logo must be displayed on both sides of the race car.
9. All cars must have their class displayed front and rear in easily readable characters at least 4 inches high. Super classes need display only the number and letter after the GT- (for example, 2S). In all cases, if timing and scoring cannot read car numbers and class designation from their location, the competitor will be required to change those numbers/letters if he/she wants to be timed. PCA Club Racing National Sponsor logos may be required on all cars.
10. Any decisions of the National Stewards concerning safety, eligibility, acceptance, etc. are binding. 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. The National Stewards reserve the right to refuse to accept any vehicle which they feel does not “conform to the spirit” of the PCA Club Racing Program.
11. In order to promote careful adherence by all competitors to the car classification and preparation rules, the National Stewards reserve the right to conduct impound and inspection of any cars at any time during the event; cars must be in compliance at all times. Cars found to be at variance with the class rules during the qualifying session will be denied their starting position and will be gridded at the back of the entire starting field for their race and may remain in the class only if the rules infraction has been corrected. If it is not possible to bring the car into compliance, it shall be reclassified into the appropriate class and gridded at the back of the entire field. Cars found to be at variance with the class rules at post-race impound will be denied their finishing positions. All variances will be noted in the vehicle log books.
12. Drivers are responsible for an Annual Technical Inspection that certifies compliance with the PCA Club Racing Rules. Drivers are also responsible for providing a Vehicle Compliance Form. A new Form must be completed if the vehicle changes class. Both of the above become part of the

vehicle log book.

13. The National Scrutineer may conduct technical inspection of any car at any time during a PCA Club Race event. The vehicle log book must be kept in the car at all times to facilitate inspection. If a car is found to have flagrant technical variations, the National Scrutineer will:
 - A. Note the variation in the Log Book.
 - B. Recommend to the National Steward that a “cheating” sanction be imposed. This sanction will be a 13/13 probation (see above). Further, the car will not be allowed to participate in another PCA Club Race until sufficient documentation is presented to the PCA Club Racing National Technical Chairman (National Technical Chairman) to indicate that the variations have been corrected.
 - C. Upon review of the National Scrutineer’s recommendation, the National Steward will render a decision on applying the sanction.
 - D. Should the driver of a car under 13 months probation be assessed another sanction, he will be assessed a 13 month suspension.
13. Two driver cars are allowed in PCA Club Racing events. The second driver in a two-driver car shall always be in a higher group and placed in a class. The only time that a car should be designated as “Exhibition” (EX) is when the only option is to move the second driver to a lower run group. The car number should be the same in both groups. The car must display both class markings.
14. During a qualifying session or race, cars entering the paddock area will be deemed to have retired and not allowed to return to the track.

SAFETY

1. All cars must be comprehensively prepared and inspected prior to arrival at the track. It is the responsibility of the driver to insure that his vehicle is safe and track worthy. At the track all cars are subject to a tech inspection of all safety equipment and meet all the safety requirements of the PCA Club Racing Program.
2. All required safety equipment must be installed and used in accordance with the manufacturer’s instructions. Any vehicle deemed unsafe by the National Stewards will not be allowed to compete.
3. Helmets must be certified in accordance with one of the following standards: SNELL SA2000, SNELL SA2005, FIA 8860-2004, SFI 31.1, or BS6658-85 type A/FR. Helmets must have the driver’s name on the rear and have the approved PCA Club Racing Inspection sticker displayed on the left side. It is recommended that helmets be replaced or relined after 5 years of actual use.
4. Drivers of vehicles without full windshields are required to have a full face helmet with shield in place at all times while on the track.
5. All cars are required to have a roll cage. Rookie candidates may obtain a log book for a stock (not prepared) class car with a roll bar, but must install a roll cage after completing 2 event weekends. Roll cages and bars must conform in design and materials as given in *Appendix A*. Carbon fiber roll cages are not allowed. Side impact protection is recommended in all classes. Side interior door panels and window glass may be removed to facilitate installation of door bars. Exceptions to the roll cage requirement are: 1) GTP-class factory built prototypes which retain their original safety systems, and 2) GT-6 class open-top 356s and rare or historically significant GT-6 class cars as approved by the Technical and Rules Chairman.

6. A 2-1/2 lb. or larger fire extinguisher capable of extinguishing B/C type fires, securely metal-to-metal mounted in the cockpit in a safe location convenient to the driver while seated and restrained is required. An on-board fire suppression system is strongly recommended.
7. Sunroofs must remain completely closed. Cabriolets must run with the soft top down or with the hardtop in place. Targa bodied cars and 914's must run with the top in place. Targas and 914s with the top off, and cabriolets are classified as open cars (see Safety Rule 17).
8. All cars except GTP class factory built prototypes will have both door windows removed or down before being allowed to race and an approved window net must adequately cover the window opening area on the driver's side (See *Appendix D*). GT or GTC3/GTC4/GTA cars may run with plastic side windows in place, with or without a sliding opening panel. For GTA and GTC3/4, the plastic window must be "as delivered" on the car from Porsche. For GT cars, the plastic window must be easily removable in an emergency and must have been designed, built and marketed for motorsports by a recognized manufacturer and approved by the Technical and Rules Chairman (no "home-built" windows).
9. Floor mats must be removed. Driver's side carpet can be removed.
10. All hubcaps and center caps must be removed.
11. Lugnuts must be STEEL with engagement at least equal to the diameter of the wheel lug studs.
12. The use of overly wide spacers which place higher than normal vertical loads on spindles and bearings is a safety hazard and will, therefore, not be allowed.
13. All oil lines on the pressure side of the oil pump(s) must be thread-on connections equal to or better than the factory, i.e. NO slip-on oil lines to coolers, etc.
14. Five, six or seven point SFI or FIA approved competition harnesses, are required and must be properly mounted in accordance with the manufacturer's specifications (see *Appendix B*). Strap material must be replaced every five years. Harnesses cannot be mounted to seat or seat rail. Mounting must be to the chassis backed by large diameter washers (if stock mounts are not used) or to the roll bar. No two harness straps can be attached to a single mounting bolt. No Y-type shoulder harnesses are allowed. The angle of the shoulder harness going back from the driver's shoulders cannot be more than 30 degrees above nor more than 10 degrees below the horizontal plane of the shoulders. Harness webbing must be approximately 3" for lap and shoulder harnesses and 2" for antisubmarine straps. Additionally, FIA or SFI approved competition harnesses with 2" lap belts may be used, and FIA or SFI approved shoulder belts with a 2" section designed to fit over the yoke of the device may be used. The anti-submarine straps must be mounted such that they will not allow upward vertical movement of the lap belt due to "crushing" of the front seat cushion in any situation.
15. All cars are required to have a dedicated one piece race seat with routing for straps.
16. A one piece fire retardant driving suit is required. Two layer or one layer plus fire retardant underwear is the minimum requirement - two or 3 layer suits meeting specifications of SFI 3.2A/5 or FIA 8856-2000 are strongly recommended. Military flight suits are not acceptable substitutes for fire retardant driving suits. Fire retardant socks and gloves are required. Driving shoes of fire retardant material are required. Drivers with mustaches, beards or long hair extending below the helmet must wear a balaclava.
17. Open cars, cabriolets and cars with non-stock, non-metal roofs must be equipped with approved

arm restraints. This does not apply to stock roofs on Targas, 914's, or factory sunroofs.

18. Headrests, either integral with the seat or separate, are required. The headrest must extend above the midpoint of the back of the helmet on the vertical plane of the seatback with the driver in the driving position.
19. An electrical cut-off is required, which can be either an externally accessible pull wire or externally mounted electrically operated switch. It is preferred that the cut off switch be on the driver's side. The location of the handle, pull or switch must be indicated with the standard approved decal. The switch must disconnect the battery from all circuits except electrically operated on-board fire systems, and must shut off the engine while it is running well above idle speed. (See *Appendix C*)
20. All cars must be equipped with a metal firewall separating the driver compartment from the engine compartment capable of preventing the passage of flame and debris.
21. Metal tire valve stems and valve stem caps, or rubber valve stems with metal valve stem caps and valve stem supports, are recommended.
22. Drivers of water-cooled cars should be aware that anti-freeze is a slippery substance and consideration should be given to using water only, a reduced concentration of anti-freeze, or an anti-freeze substitute.
23. A head and neck restraint certified as meeting the standards of either SFI 38.1 or FIA 8858 is required. There is no expiration date for head and neck restraints; HANS devices manufactured before establishment of the SFI or FIA standards must be inspected by the manufacturer and issued a sticker if it passes. Before replacing a HANS device that does not have a certification sticker, racers should check the HANS serial number with the manufacturer and determine if it is eligible for an SFI certification sticker.
24. All cars must have a tow hook, strap, or other suitable device in both the front and rear. It is recommended that the location of the tow hook allow for easy access in a gravel trap. .
25. Reverse gear will not be used in the pits.
26. All cars will be equipped with a seat back brace except as provided in Safety Rule 27 below. Said device will mount securely to the roll cage/bar and will rest firmly against the back of the seat. The portion that contacts the seat will be a minimum of twelve (12) square inches and larger is suggested. The seat construction must be compatible with the seat back brace and not pose a hazard to the driver. The seat back brace for composite seats must have a minimum of thirty (30) square inches contacting the seat back, and must have 0.5" to 2" of high density foam padding between the brace and the seat back. The seat back brace cannot be bolted to a composite seat unless the manufacturer has designed the seat to bolt to a brace.
27. If the seat is within 3" of the firewall, a seat back brace is not needed but the area between the seat and firewall should be padded with high density foam. A seat back brace is not required in cars equipped with a current FIA approved seat and seat mount. Installation of a new FIA approved seat requires concurrent installation of a new seat mount and new seat rails, if seat rails are used. The seat mount and seat rails must be sold by the seat manufacturer for installation with the specific seat selected. The chassis mounting points for the seat must be reinforced and in good condition. The seat must be replaced after 6 years from the date of manufacture if not used with a seat back brace.
28. Tinting of windows is not encouraged and in no case may tinting be any darker than that

supplied by the factory.

29. Fuel cells are allowed in all classes and strongly recommended for Super Class cars. When mounted in Stock, Prepared, or GTC cars, the fuel cell must be in the stock gas tank location and carpet may be removed in that area.
30. No one under 16 years of age is allowed in the hot pit area. Long pants, short sleeve shirts, and closed shoes are required in the hot pits.
31. The following flags will be standard in **PCA Club Racing**:

Green: Start of session or race, course is clear.

Yellow: Caution. Stationary - hazard ahead, no passing. Waving - Danger, slow down safely, no passing. *NOTE:* You may not pass after the yellow flag until after the reason for the flag has been passed and you are sure that there are no further incidents between that point and the next flag station which is not displaying a yellow flag.

Double Yellow: Caution. No passing, full course yellow. Form up on the lead car and resume racing with green flag at start/finish in single file.

White: Emergency, service or slow moving vehicle on the course.

Blue/Yellow Diagonal: Information flag. Competitor may be trying to pass you. Check your mirrors.

Black/Orange Disc: Your car may have a mechanical fault. Stop at the Black Flag impound and see the National Scrutineer.

Yellow/Red Stripes: Slippery surface or debris on the track.

Black: (closed/furled - from starter's stand and/or Black Flag station) Warning. You are driving over-aggressively or unsafely.

Black: (open - from starter's stand and/or Black Flag station) - Stop at Black Flag impound and see scrutineer.

Black: (open - from all corners) - Session is halted. Reduce speed safely, no passing, stop racing. Pull into hot pits and follow directions.

Red: Pull safely to the side of the track and await directions.

Checkered: Finish of session or race.

Any racer, who passes under a Yellow Flag condition or ignores a Black Flag, during practice, qualifying or warm up, will be black flagged and removed from the track for the remainder of that session. During a race, drivers passing under yellow will be black flagged and assessed a stop and go penalty. If the infraction occurs on the last lap or two, and it is not possible to assess the stop and go penalty, the racer shall be penalized one lap. Any racer who ignores a Black Flag during a race shall be assessed a one minute penalty for each Black Flag passed. During a race, any driver passing under Black Flag All will be assessed a stop and go penalty under green flag conditions. If the infraction occurs on the last lap or two, and it is not possible to assess the stop and go penalty, the racer shall be penalized one lap.

CAR CLASSIFICATION

Stock – Classes A thru L

Any vehicle in the stock classes, including “prepared” vehicles, must compete with full road equipment and, with the exception of exhaust/emissions, be street legal as designed by the factory, capable of being registered for street use in the condition of the car when presented at scrutineering, and capable of being driven to and from the event. “Euro-spec” cars will automatically progress up one stock class.

1. Engine

- A. As delivered from factory. No modifications after the air filter box or before the exhaust headers. Mass flow sensor may not be relocated.
- B. Stock, for the year, fuel injection must be retained, except carburetors may be substituted for mechanical fuel injection.
- C. Electronic fuel injection must retain stock DME and KLR chip (if applicable).
- D. Turbocharged cars cannot exceed factory specified maximum boost, nor can any of the stock turbocharger, turbocharger plumbing, or boost control components be replaced with non-stock components or altered in any way that could affect performance.
- E. Exhaust system is free providing the engine meets any local noise limit requirements.
- F. Machining for balancing purposes only is allowed.
- G. All air conditioning components may be removed.
- H. Radiators are free in water-cooled cars. Radiators must be installed in the stock location.
- I. The heater blower on the motor may be removed from air-cooled cars. Plates or ducts to close the openings for the heater flex ducts are allowed.
- J. Oil coolers are free.
- K. Baffling of stock dry sump oil tanks or wet sump engine oil pans to prevent oil starvation is permitted.
- L. Any dual mass flywheel may be replaced with a single mass, ferrous material (magnetic) flywheel. The clutch disk must be the stock diameter. Suggested substitutions are:
 - '90-'94 911 or RS America may use 964 RS flywheel
 - '95-'98 993 may use 993 RS flywheel
 - 968 may use 944S2 or 968 Turbo S flywheel. The matching clutch and bell housing is allowed.
- M. Any ignition trigger which uses a standard distributor with stock style cap and rotor to deliver the charge to the appropriate cylinder is permitted.
- N. Valve springs, retainers and clips are free.
- O. Any spark coil and CD unit is allowed, so long as it is not capable of changing ignition timing or offer any other performance advantage. The stock engine revolution limiter and function must be retained.
- P. An underdrive pulley on the crankshaft for the power steering belt may be used in Boxster/Cayman. Otherwise, underdrive pulleys are a “prepared” change.
- Q. Boxster, Cayman and 997 cars may change all power steering system lines and fittings to -4 Aeroquip and add a cooler for the power steering pump.

2. Suspension

- A. Suspension pick-up points must remain as stock in location and type.
- B. Spacers to adjust the height of the steering rack and pinion are allowed.
- C. Shock absorbers are free providing they are of the same type, using the same pick-up points,

- as supplied by the factory.
- D. Non-factory shock housings with potentially adjustable spindle height are allowed if welded in the stock position and the hub matches factory dimensions.
 - E. Any suspension setting not requiring machining or modification of factory parts is allowed.
 - F. Bolt-in devices (e.g. camber plates) that allow for camber adjustment at the top of the shock are allowed. Machining of the shock tower is not permitted.
 - G. Spring type must remain as supplied by the factory.
 - H. Spring rates are free.
 - I. Sway bar sizes and configuration are free except driver-adjustable sway bars are not permitted in the cockpit.
 - J. Suspension bushing materials are free. Replacement of suspension bushings cannot alter the suspension geometry of the vehicle.
 - K. "Hydropneumatic" suspension may be replaced by torsion bar/shock absorber suspension.
 - L. Camber compensating devices for 356's are free and strongly recommended.
 - M. Any bolt-in shock tower brace is allowed.
 - N. Adjustable spring plates that do not change suspension geometry or pivot points are allowed.
 - O. 944/968 aluminum front control arms (A-arms) may be replaced with a part approved by PCA Club Racing or an appropriately modified early factory steel part.
 - P. Toe links may be replaced in 993/996/Boxster/Cayman. 993s may use aftermarket links if they are the same length as the OEM toe link when adjusted by the eccentric. 996/Boxster/Cayman that replace the toe links must use the GT3 adjustable inside rear toe links.
 - Q. OEM two-piece lower control arms are allowed on 996/997/Boxster/Cayman .

3. Tires and Wheels

- A. Any DOT approved, nationally marketed, generally available, "road race version" tire is allowed. "V" or higher speed rated tires are required for all cars, except those for which "V" rated tires are not universally available. In all cases, the speed rating of the tire must be equal to or greater than the speed potential of the vehicle.
- B. Tread must be a minimum 2/32" over 2/3 of the tire at the start of each session (practice, qualifying, race). There must be visible tread remaining on the contact surface of the tire at the end of each session.
- C. Any tire deemed "unsafe" by the National PCA Stewards will be disallowed.
- D. Wheel type, style, and diameter are free, providing wheel meets or exceeds factory safety specifications.
- E. One inch wider than originally supplied wheel and any tire combination which fits inside the stock body without rubbing and without modification exceeding "rolling" or "grinding" of the outer fender lip is allowed.

4. Brakes

- A. Brake pad material is free.
- B. Brake calipers and rotors must be as supplied by the factory for the year and type of vehicle.
- C. Grooving/slotting/cross drilling of rotors is allowed.
- D. Ducting of air to rotors is allowed.
- E. Removal of dust shields (backing plates) is allowed.
- F. Brake fluid is free.
- G. Master Cylinders must be as supplied by the factory, except that early production cars may update to a tandem master cylinder to provide the safety of a dual circuit system. Adjustable brake bias may not be added to cars not originally equipped with it.

5. Transmission

- A. Ratios of ring and pinion and individual gear sets must be as supplied by the factory.
- B. Transmission coolers are free.
- C. Any limited slip differentials (LSDs) derived from a mechanical type that was delivered in a street-legal Porsche is allowed. No locked differentials will be permitted.
- D. Modification to, or substitution of, the shifter mechanism which reduces the range of motion is allowed.

6. Body/Chassis/Interior

- A. Removal or substitution of components, other than those specifically indicated below, is not allowed.
- B. Chassis/body, with the exception of bumpers and spoilers, must be the same material and configuration as supplied by the factory. Sheet metal modifications in the rear deck, trunk, and spare tire compartment as required for installation of a fuel cell are allowed.
- C. Additional flat metal may be welded to reinforce suspension mounting points or repair chassis cracks. Added material may not connect with roll cage components or otherwise provide chassis stiffening beyond the repair of worn areas. Welded material cannot be used for ballast.
- D. Ducts mounted through the bumper for fender-mounted oil coolers are allowed; headlights must be retained and body panels cannot be cut.
- E. Lexan windshield of appropriate thickness and quality of construction are allowed.
- F. Seats are free providing minimum weight of vehicle is met. Any ballast to meet weight must be placed entirely in the driving compartment and be securely bolted to the chassis.
- G. Steering wheels and shift knobs are free.
- H. Spoilers and bumpers/air dams are free providing they do not exceed maximum factory body width by any amount, maximum factory body length by more than 1 inch, or maximum spoiler height of the vehicle by more than 6 inches. Turn signals, headlights, parking lights and tail lights must be retained in any bumper replacement. Rear spoilers incorporated into deck lids are allowed.
- I. Modifications to the underside of the vehicle for the purpose of improving aerodynamics are not allowed.
- J. Interiors, with the exception of seats (which may be replaced, not removed) and the panels affected by the installation of the roll bar or roll cage, must be as delivered by the factory. Additional gauges may be added but the stock dash must be retained. Any rear view mirror is allowed.
- K. Carpet and headliners may be removed.
- L. Airbags may be removed.
- M. Spare tires must be secured or removed.
- N. Any Porsche factory exterior mirror from a street car is allowed .

Updating or backdating is allowed provided the converted vehicle meets all specifications of vehicle to which it is converted, i.e. it is a duplicate in all regards. Such vehicles must have a log book with all technical data that references the car to the class in which it is running. The body and chassis must match the year and model for the vehicle to which it is converted; updates and backdates are only permitted across model years sharing the same basic underlying unibody. Using 911s as an example, the chassis groupings are: up to 1973, 1974-1989, 964s, 993s, 996s, 997s. Cars updated or backdated across these lines will only be allowed if issued a log book indicating conversion before 2009.

“Prepared” Cars

Any vehicle meeting the criteria for a “stock” Porsche per the previous rules and having one or more of the following changes will progress one stock class down the alphabet (e.g. E to F) except as noted.

Cars whose original stock class is L may not make any of the “prepared” modifications and remain in a “stock” class. Any such modification will result in reclassification to the appropriate “super class” based on “super class” criteria alone. Note that prepared cars are classified as **stock**, and compete in the appropriate Class A-L; therefore, except as noted below, all stock rules take precedence.

1. Engine

- A. Non-factory DME chip. KLR chip must remain as supplied by factory. ECU (DME) may be reprogrammed, but programming cannot affect boost on turbocharged cars.
- B. Factory available power packages for 930, 3.3L 964 Turbo, 3.6L 964 Turbo, 996, 996 Turbo, and 997 and later (e.g. X33, X88, X51, X50).
- C. Substitution of carburetors for electronic fuel injection on 914's.
- D. Modifications/changes/substitutions of carburetors/venturis on carbureted cars.
- E. Non-standard ignition system. The number of spark plugs must remain the same as stock.
- F. Flywheels are free. Clutch disk must be the stock diameter.
- G. Substitution of carburetors or mechanical fuel injection for CIS or Motronic systems on 911's, engine unmodified from intake port to exhaust port, progresses up two stock classes.
- H. Substitution of mass flow system for stock air flow metering system progresses up two stock classes.
- I. Underdrive pulleys except for power steering belt on Boxster/Cayman.
- J. Cold air intake devices that alter the path of intake air after the air filter box and before the throttle body are allowed on Boxsters, Caymans, Panameras and 911s from 1999 to present.

2. Suspension

- A. Slotting of the shock tower is allowed.
- B. Spacers to adjust the height of the tie rod end at the steering arm are allowed.

3. Tires and Wheels - Wheels two inches wider than originally supplied and any tire combination which fits under the fender is allowed. Tires and wheels must comply with Stock rules 3A-D.

4. Brakes

- A. Calipers, rotors, brake booster and master cylinder are free, except the number of master cylinders must be as supplied by the factory.
- B. Alternate ABS control units that do not provide traction control are permitted.

5. Transmission - Ratio of the ring and pinion may be changed. For 996/997/Boxster/Cayman where there is no alternate ring and pinion available, a gear set for all forward gears not on the main shaft may be substituted if the resulting gear ratios for the substituted gears are equivalent to a ring and pinion change.

6. Body/Chassis/Interior

- A. Ducting of exterior body panels for additional cooling provided it does not change size and shape of factory panels.
- B. Slope nose conversions are allowed, however, tire/wheel requirements must remain as per above.
- C. Fender flaring is allowed using factory material
- D. Rear wings may be added. For 911/914/Cayman/Boxster models, the wing may not be any higher, relative to a line parallel to the ground at the maximum height of the roof, than a factory (non-extended) 3.8 RSR wing (10" below roofline). For 924/928/944/968 models, the wing may not be any higher, relative to the roofline, than a factory (non-extended) 968 Turbo S/RS wing (9" below roofline). Wings may not exceed maximum factory body width by any

amount, or maximum factory body length by more than 1 inch.

Spec Classes: 944 Spec Classes – SP1, SP2 and SP3, Spec 911 (SP911), and Spec Boxster (SPBOX)

The Spec Classes are based on racing classes and series for Porsches that have been established by sanctioning bodies other than PCA Club Racing. PCA's rules for these classes generally follow the rules established by those other sanctioning bodies. There are 5 different classes; 3 classes are for front-engine 4-cylinder Porsches and are designated SP1, SP2, and SP3. SP911 is for air-cooled 911s with engine displacements of 2.7L, 3.0L and 3.2L. SPBOX is for Boxsters with engine displacements of 2.5L. All 5 classes have the following General rules:

1. Parts

All parts must be factory stock from one of the eligible year models, except where otherwise noted. Stock parts may be updated or backdated, except where otherwise noted.

2. Allowed Modifications

PCA Club Racing will honor prior approvals of modifications issued by sanctioning bodies using the same class rules.

3. Class Markings and Numbers

Shall comply with the PCA Club Racing General Rules and shall be designated as "SP"

4. Safety

PCA Safety and General Rules for prepared class cars apply. See SPBOX.1.A for additional rules concerning roll cages for Spec Boxsters.

SP1 Class Rules and SP1 Eligible Models

1983-1988 Porsche 944, Normally Aspirated, 2479 cc, 8-valve engine

1987-1988 Porsche 924S, 2479 cc, 8-valve engine

An SP1 car may be built from any year chassis in the eligible models as well as 1987-1988 944S and 1989 944. All components must conform to the list of eligible models and the allowed modifications.

Aftermarket parts designed and sold as direct replacements for stock Porsche original equipment (OE) parts with no change in performance or weight may be used, except where genuine Porsche OE parts are specified in the rules.

1. Minimum Weight

A. Vehicle Weight

The minimum weight including driver is 2,600 pounds.

B. Additional Weight – Ballast: Any ballast to meet weight must be bolted through the floor pan on the passenger side of the cockpit, no further rearward than the front holes of the front seat mounting seat bolts. Ballast must be adequately secured; the floorpan may be reinforced to ensure secure mounting.

2. Engine

A. All engines, components, and parts must have been offered for sale in the U.S. in a Porsche

- 944 from model years 1983-1988 with 2.5 liter eight-valve engines only. All engines and their internal components must remain stock, except as provided by these rules, and within factory specified tolerances. Engine blocks, crankshafts, pistons, connecting rods, camshaft, head casting and cam tower casting must be genuine Porsche OE parts. Cars may be updated and backdated with parts from the Porsche 944 and 924S from model years 1983-1988 with 2.5-liter eight-valve engines only.
- B. Balancing and lightening of engine parts and engine components is not allowed.
 - C. Any radiator that mounts in the factory OEM stock location may be used. The upper mount rail and both left and right side rails must remain in their original position and be used as radiator supports. Heater core bypass or block off systems is allowed. No additional water cooling devices are allowed. Radiator fans may be direct wired with switches, and fans/fan shrouds may be removed or replaced with any fan or fans. Any thermostat is allowed
 - D. Cylinder heads may be shaved for trueness. Maximum compression ratio allowed for all cars is 10.5:1 for all eligible model years.
 - E. The following engine modifications are allowed to improve reliability:
 - Crankshafts may have one additional hole drilled in each rod journal
 - A "trap door" baffle in the bottom of the oil pan may be added. Non-stock windage trays and non-stock crank scrapers are not allowed.
 - A ring may be added around the oil pickup screen, and the oil pickup and drain tube may be reinforced or supported.
 - A steam vent may be added, consisting of a hole drilled into the rear vertical surface of the cylinder head. A thread fitting shall be installed with a hose routed to the coolant expansion tank.
 - F. Any external oil cooler may be added or used to replace the factory oil cooler.
 - G. The throttle body and intake manifold must remain stock genuine Porsche OE with no modifications. The air flow meter must be genuine Porsche OE but can be adjusted (tuned). Any air filter or filtration system may be used. The throttle cam may be modified or replaced.
 - H. Any spark plug and spark plug wires may be used. Offset woodruff keys are not allowed between the camshaft and camshaft gear.
 - I. Only the stock genuine Porsche OE computer engine management system (DME) is allowed.
 - J. Genuine Porsche OE exhaust manifold (headers) must be retained. Headers may be welded to repair cracks and may be wrapped so long as the wrap is removable. Headers may not be coated or painted. Exhaust system after header is free.
 - K. The engine wire harness may be repaired or simplified. Additional sensors may be added for monitoring only and may not alter engine operation.
 - L. All emissions controls may be removed or modified. Unused vacuum ports shall be plugged. The vacuum reservoir tank may be removed.
 - M. Alternators may be relocated or repositioned; the alternator may be mounted no lower than the position defined by the factory AC delete bracket.
3. Transmission/Differential
- A. Any clutch disc may be used. Pressure plate and flywheel must be OEM or an exact equivalent for the model.
 - B. Transmission must retain 3.889 final drive ratio. Differentials are free .
 - C. First through fourth gear must remain stock for the Porsche 1983-1988 944 naturally aspirated and 924S models. Updating to the stock shorter fifth gear from the 924S and the 1988 944 is allowed.
 - D. Transmission shift linkage may be modified to repair worn components. The length of the shift lever and distance of throw of the shifter may not be modified.
4. Suspension/Wheels/Tires
- A. All suspension components must be stock parts and mounted in unmodified original factory

- mounting locations. Updating or backdating of suspension components (e.g., control arms, trailing arms, hubs, spindles, or factory spacers) from eligible model years is allowed provided the maximum track width is not exceeded.
- B. The maximum track width for all cars shall not exceed the stock 944 width (front and rear). The 924S models may increase stock width by updating suspension components or adding spacers provided tires do not touch the fenders or springs at any point in the suspension travel.
 - C. Shocks must be either the original factory installed shocks or the following models and part numbers. Custom valving is not allowed.

Koni

Front: 8641-1038 Sport, 8641-1414 Sport

Rear: 26-1209 Sport, 8040-1035 Sport

Bilstein (Advisory: These shocks may be removed from the approved list in 2011)

Front P30-0104

Rear: B36-0161, B36-2052

- D. Shock tower braces are allowed but must attach to the stock shock tower using factory stock bolt holes. Camber plates are allowed provided they bolt to the chassis using existing shock mounting holes and make no modification to the shock tower.
- E. Any rate spring is permissible in the factory original location only. Rear coil-over systems are prohibited. Solid rear torsion bar size up to 30mm O.D. is allowed. Hollow rear torsion bar up to a maximum of 31 mm O.D. is allowed. Torsion bar support end caps and torsion bar ends may be modified to simplify rear ride height adjustments. Holes may be drilled into the body to allow removal of the torsion bar while the bar carrier is still mounted.
- F. Any sway bars are permissible as long as they are not cockpit adjustable.
- G. Any ride height is allowed, providing that no metal part of the vehicle touches the ground while in operation on track. Non-metallic bumpstops may be replaced, removed or modified; their chassis mounting points may not be modified. Cars may not rest on the bumpstops or mounting points when stationary.
- H. Rubber suspension bushings may be replaced with any non-metallic bushing. Stock bushings that are rubber and metal may be replaced with bushings that have more than 50% non-metallic composition. Bushings may not alter suspension geometry.
- I. OEM manual or OEM power steering may be used. The power steering rack may be converted to manual. The steering lock may be removed.
- J. Only 15 x 7 inch ATS (Cookie Cutter) or Phone Dial stock wheels with offsets of 23.3 or 52.3 mm are allowed. Wheel spacers are allowed as long as the maximum track width is not exceeded.
- K. The required spec tire is: Toyo Proxes RA-1, size 225/50/15. Competitors may use up existing supplies of Toyo Proxes R888. Tires may be shaved.
- L. Stock steel A-arms may be box welded. Aluminum A-arm ball joints may be rebuilt with any material in the ball joint cups. Aftermarket ball joints may be used; pin diameter must remain stock. Longer than stock pins are not allowed.

5. Brake System

- A. The brake system must remain stock including calipers and cylinders except as noted. ABS must be disabled, even if installed by the factory.
- B. Any brake pads are allowed.
- C. Steel braided brake lines are allowed. Brake and clutch bleeders may be relocated, modified or replaced. Excessively long lines that may aid cooling or modifications that allow bleeding in motion are not allowed.
- D. Disc brake backing plates may be removed.
- E. The parking brake lever and/or cables and associated parts may be removed.

- F. Any brake fluid is allowed.
- G. Brake cooling systems are allowed provided they use only air for cooling. Air may be vented through the fog light area in the front air dam for brake cooling.
- H. Only one-piece steel rotors of stock dimensions are permitted. Cross drilling and/or gas slotting of the rotors is allowed. Cryogenic treatments are allowed.

6. Bodywork

- A. No air dams, wings or spoilers are allowed other than stock components.
- B. Modification of the front air dam and removal of the fog light buckets are allowed.
- C. The 944 front valance may be replaced with a fiberglass unit provided it is an exact replica. Debris screens may be added.
- D. Fenders and wheel openings shall remain unmodified. The front fender liners may be removed or modified. Front and rear wheel fender openings may be rolled inward to maximize wheel clearance.
- E. Stock exterior mirrors mounted in the stock locations are required. Any interior mirror may be used.
- F. Body molding, antennas, license plates, license plate frames, license plate lights, turn signals, fog lights, insignias and emblems may be removed.
- G. Hood pins are permitted. Stock hood latches may be disabled or removed.
- H. No part of the bumper system may be removed or modified except for the rubber bumper molding. Tow hooks may be added.
- I. Body work may be updated/backdated between the 924S and 944 only as a complete package including, but not limited to: front fenders, front spoiler and rear quarter panels. Stock 924S and 944 rear spoilers may be interchanged from the 924S and 944.
- J. Exterior door handles in the stock locations are required.

7. Interior

- A. Dashboards may be modified or replaced with panels that conceal the instrument cluster and remaining dashboard wiring. Additional gauges may be added. Stock gauges may be removed or replaced. Dash areas must be neat and have a "finished" appearance.
- B. Turn signals and wiper stalks may be removed.
- C. Steering wheels may be replaced. Quick disconnects and steering wheel spacers are allowed.
- D. The air conditioning system may be removed. The heater core and blower fan assembly may be modified or removed.
- E. All interior trim, insulation and seats may be removed except where otherwise noted.
- F. Ducting may be added to provide fresh air to the driver compartment providing that no modifications are made to the body structure.
- G. Spare tire and emergency jack may be removed.
- H. Doors may be gutted on driver and passenger sides, including removal of the window glass, and glass operating mechanism. Both doors must be capable of opening and closing and the stock latch must remain intact. Interior door handles may be replaced or relocated.

8. Body Structure

- A. Headlights and headlight motors may be removed; stock covers must be retained and secured.
- B. Metallic support structure of the hood must remain intact; insulation may be removed.
- C. Windshield wipers, motors and associated hardware may be removed or modified.
- D. Heat shielding and undercoating may be removed.
- E. Stock undertray extending under radiator to engine support cross member may be removed. Modifications to the undertray are allowed but may not increase size or be used to add weight.

- F. Sunroofs must be securely mounted; sunroof components (motors, cables, etc.) may be removed. Replacement of the sunroof with a metal panel and filling gaps to create a non-sunroof appearance are allowed.
- G. Lexan may be substituted for window glass in the windshield and doors only.
- H. Unused wiring, brackets, nuts, bolts and studs may be removed.
- I. Additional trailer tie down points may be added.
- J. The spare tire well may be modified to allow for its removal or replacement, but must retain its stock shape and location, unless a fuel cell is installed in that area.
- K. Factory jack points located on each rocker may have a steel or aluminum plate of 4" x 4" max per side and 1/8" thick added to limit deformation of these points.

SP2 Class Rules and SP2 Eligible Models

This Class is open to all 924s, 931s, and non-turbo Porsche 944s which are eligible for Stock Classes A, B, or C or Spec class SP1.

1. Allowed Modifications

To be eligible for SP2, the cars listed above are allowed additional modifications per these rules and per one of the charts below. SP2 is a single class with two distinct rules sets (Chart A and Chart B) constructed to equalize the performance potential of many differently prepared cars. Cars must conform to the rules represented by either Chart A or Chart B, and the two sets of rules may not be co-mingled. In some cases the Chart is more restrictive than the PCA Stock Class requirement, in which case the Chart requirement must be met in order to be eligible for this class. Updating and backdating by model type in part or entirety is allowed; partial model conversions must run at the higher weight of the original or converted model.

2. Minimum Weight

- A. Vehicle Weight: The minimum weight including driver is set forth in the charts below. This weight limit may be met by removal of the car interior, passenger seat, A/C and heating system, engine pulley belts, head lamps and related parts.
- B. Additional Weight - Ballast: Any ballast to meet weight must be bolted inside of the car. Spare tire mounting bracket may not be used.

3. Tires: Any DOT approved tire is allowed.

4. Chart A: Cars based on PCA Stock or Prepared Rules (See 4.D. for SP1 cars)

A. 924 Models only- Allowed Modifications

- 924S may use flared fenders or 944 fenders; cannot exceed factory 944 fender width.
- 2.0L 924 body parts may be replaced with fiberglass or carbon fiber.
- 2.0L 924: Wheels, engine cams, transmission and brakes are free.
- 2.0L 924: Carburetors are allowed.

B. All Models - Allowed Modifications

- Adjustable camber plates, aftermarket fuel rail and non-OEM DME chips in the stock DME are allowed with no weight penalty. DME must be located in one of the two factory stock locations or be fitted with a cover to prevent adjustment of the fuel quality switch. The stock wiring harness must be used, and wiring, sensors or piggyback computers outside of the DME housing are not permitted.
- Oil pans, pan baffles, scrapers, windage trays, oil pickups, lines, and filters are unrestricted. Oil and power steering hoses may be replaced with metal braided hose. A pressure accumulator (Accusump) is permitted. Dry sump systems are prohibited.
- Non-stock mirrors are allowed.
- Torsion bars may be removed.

- Aftermarket rocker panels not extending more than 1" beyond OEM panels are allowed.
 - Lexan windshield, quarter windows and hatch are permitted.
 - Parking brake lever, cables, and associated parts may be removed.
- C. All Models - Restrictions
- No substitution of mass air flow for stock air flow metering system
 - 931 is limited to a maximum boost of 0.47 bar. Must retain factory KLR.
 - Shocks are limited to double-adjustable settings and may have remote canisters.
 - Fender flaring on cars with PCA "prepared" modifications cannot exceed factory fender dimensions by more than 4 inches in total.
 - The manufacturer tire width specification cannot be greater than 10.1 inches for "stock"-based cars and 10.3" for "prepared-based cars.
- D. Modifications to Cars based upon SP1 Rules
- Aftermarket DME chips in stock DME box
 - Aftermarket exhaust and headers
 - Lexan in place of all glass
 - Any OEM factory wheel in size 7 x 15 inches
 - Short shifters
 - Any non-adjustable Bilstein shocks except rear coilovers
 - Aftermarket bumpers
 - Deletion of any engine pulley belts
 - Restriction: must use Toyo R888 or RA1, size 225/50-15

Chart A - Combined Vehicle and Driver Minimum Weights for Cars Prepared to PCA Rules plus SP2 Modifications				
Model	Year	PCA Class (Baseline)	Displacement	Min (lb)
944/924S	83-88	Stock B	2.5 L	2600
		Prepared C	2.5 L	2750
		SP1	2.5L	2500
	89	Stock B	2.7 L	2750
		Prepared C	2.7 L	2900
924	All	Stock A or B	2.0 L	2100
931	79-82	Stock B	2.0 L	2600
		Prepared C	2.0 L	2750

5. Chart B: Alternative Car Preparation. Chart B allows for additional modifications over those stated for Chart A, but additional restrictions also apply.

A. All Models - Allowed Modifications

- May alter or replace the ECU, providing that all modifications are done within the OEM ECU housing, and only the stock unmodified ECU connection to the wiring harness may be used.
- 040 over bore is allowed, however factory overbore or exact equivalent pistons must be used. Piston rings are unrestricted.
- Manifold and cylinder head port-matching is permitted; no material may be removed further than one inch in from the manifold to cylinder head mounting face.
- Compression may be raised by 0.5 over stock.
- Adjustable fuel pressure regulators are allowed.

- Ring and pinion ratio is free. Transmission gear sets must remain stock.
 - Any clutch disk and pressure plate of stock diameter may be used, provided that they are bolted directly to an unmodified stock flywheel.
 - Brake proportioning valves may be used, provided they are of the in-line, pressure-limiting type.
- B. All Models – More restrictive requirements
- Substitution of mass flow system for stock air flow metering system is not allowed.
 - Remote reservoir shocks are not allowed, and external shock adjustment is limited to 2-way.
 - Spring rates are free, but springs must be same number and type as stock, installed in the original location using the original system of attachment (e.g., torsion bars must be used and attached).
 - Maximum wheel diameter and width is 7" x 16" Fenders may not be modified, but inner fender lip may be "rolled" for clearance.
 - No modification of brake master cylinder, including location and mounting
 - Antilock braking systems must be disabled

Chart B - Combined Vehicle and Driver Minimum Weights			
Model	Year	Displacement	Min (lb)
944/924S	83-88	2.5 L	2600
	89	2.7 L	2750
924	77-82	2.0 L	2200

SP3 Class Rules and SP3 Eligible Models

This Class is open to all 924S, 944, 944S, 944S2, 951, 951S, 968, and select 928's.

1. Allowed Modifications

To be eligible for SP3, the cars listed above are allowed additional modifications per these rules and per one of the charts below. SP3 is a single class with two distinct rules sets (Chart A and Chart B) constructed to equalize the performance potential of many differently prepared cars. Cars must conform to the rules represented by either Chart A or Chart B, and the two sets of rules may not be co-mingled. In some cases the Chart is more restrictive than the Stock Class requirement, in which case the Chart requirement must be met in order to be eligible for this class. Updating and backdating by model type in part or entirety is allowed; partial model conversions must run at the higher weight of the original or converted model.

2. Minimum Weight

- A. Vehicle Weight: The minimum weight including driver is set forth in the charts below. This weight limit may be met by removal of the car interior, passenger seat, A/C and heating system, engine pulley belts, head lamps and related parts.
- B. Additional Weight - Ballast: Any ballast to meet weight must be bolted inside of the car. Spare tire mounting bracket may not be used.

3. Tires: Any DOT approved tire is allowed.

4. Chart A: Cars based upon PCA Stock or Prepared Rules

- A. 924S, 931 and 944 NA 8V Models only- Allowed Modifications

- 944 fenders may be used for 924S models; cannot exceed factory 944 fender width.
 - Cams, air flow meter, throttle body, fuel injectors and fuel pressure regulator are free.
- B. All Models – Allowed Modifications
- Adjustable camber plates, aftermarket fuel rail, and non-OEM DME chips in the stock DME are permitted with no weight penalty. DME must be located in one of the two factory stock locations or be fitted with a cover to prevent adjustment of the fuel quality switch. The stock wiring harness must be used, and wiring, sensors or piggyback computers outside of the DME housing are not permitted.
 - Oil pans, pan baffles, scrapers, windage trays, oil pickups, lines, and filters are unrestricted. Oil and power steering hoses may be replaced with metal braided hose. A pressure accumulator (Accusump) is permitted. Dry sump systems are prohibited.
 - Non-stock mirrors are allowed.
 - Aftermarket rocker panels not extending more than 1" beyond OEM panels are allowed.
 - Lexan windshield, quarter windows and hatch are permitted.
 - Torsion bars may be removed.
 - Parking brake lever, cables and associated parts may be removed.
- C. All Models – Restrictions
- Substitution of mass flow system for stock air flow metering system is not permitted except for 924S, 931 and 944 NA 8V models.
 - Turbo models must use factory KLR chip; only factory boost settings are permitted.
 - Shocks are limited to double-adjustable settings and may have remote canisters
 - Fender flaring on cars with PCA "prepared" modifications cannot exceed factory fender dimensions by more than 4 inches in total.
 - The manufacturer tire width specification cannot be greater than 10.1 inches for "stock"-based cars and 10.3" for "prepared-based cars.

Chart A - Combined Vehicle and Driver Minimum Weights for Cars Prepared to PCA Rules plus SP3 Modifications				
Model	Displ.	Year	PCA Class (Baseline)	Min (lb)
924S/931/944	2.5/2.7L	All	Stock B or Prepared C	2500
944S	2.5L		Stock C	2550
944S	2.5L		Prepared D	2600
944S Club Sport	2.5L		Stock E or Prepared F	2700
944S2	3.0L		Stock E	2800
944S2	3.0L		Prepared F	2900
944S2 Club Sport	3.0L		Stock F or Prepared G	3000
951	2.5L		Stock E	2900
951	2.5L		Prepared F	3000
951S	2.5L		Stock F	3150
951S	2.5L		Prepared G	3250
968	3.0L		Stock E	3000
968	3.0L		Prepared F	3100
968 Firehawk	3.0L		Stock F	3150

928	5.0L		Stock C	3000
928	5.0L		Prepared D	3100
928S	5.0L		Stock C	3150

5. Chart B: Alternative Car Preparation. Chart B allows for additional modifications over those stated for Chart A, but additional restrictions also apply.

A. All Models – Additional Allowed Modifications

- May alter or replace the ECU, providing that all modifications are done within the OEM ECU housing, and only the stock unmodified ECU connection to the wiring harness may be used.
- 040 over bore is allowed, however factory overbore or exact equivalent pistons must be used. Piston rings are unrestricted.
- Manifold and cylinder head port-matching is permitted; no material may be removed further than one inch in from the manifold to cylinder head mounting face.
- Compression may be raised by 0.5 over stock.
- Adjustable fuel pressure regulators are allowed.
- Ring and pinion ratio is free. Transmission gear sets must remain stock.
- Any clutch disk and pressure plate of stock diameter may be used, provided that they are bolted directly to an unmodified stock flywheel.
- Brake proportioning valves may be used, provided they are of the in-line, pressure-limiting type.
- 924S and 944 models only: Body panels may be replaced with replica panels of non-stock materials.

B. All Models – More restrictive requirements

- Substitution of mass flow system for stock air flow metering system is not allowed.
- Remote reservoir shocks are not allowed, and external shock adjustment is limited to 2-way.
- Spring rates are free, but springs must be same number and type as stock, installed in the original location using the original system of attachment (e.g., torsion bars must be used and attached).
- Maximum wheel diameter and width is 8.5" x 17" Fenders may not be modified, but inner fender lip may be "rolled" for clearance.
- No modification of brake master cylinder, including location and mounting
- Antilock braking systems must be disabled

Chart B – Combined Vehicle and Driver Minimum Weights			
Model	Displacement	Year	Min (lb)
924S/931/944	2.5L	All	2500
944S	2.5L		2600
944S2	3.0L		2900
968	3.0L		3100

SP911 Class Rules and SP911 Eligible Models

This class is for 911s with air-cooled 2.7L, 3.0L and 3.2L engines. Modifications not specifically listed below are prohibited. Where "stock" is specified, it means the components must remain stock. No

material can be added or removed; no re-allocation of weight or material can be performed. No material can be substituted for another material of similar geometry. PCA will honor approvals of modifications of items not in compliance with the rules if the approval has been noted in a vehicle logbook.

1. Chassis, Body and Interior, Minimum Weights

- A. Any Porsche 911 chassis up to 1989 is allowed except for turbo or turbo-look body shell.
- B. Minimum weight of cars with drivers is as follows:
 - 2.7 engines: 2300lbs,
 - 3.0 and 3.2 engines: 2350lbs
 - 3.0 engines and 3.6 intake plenums: 2400lbs.
- C. Bolt on fiberglass and composite replacements of front and rear bumpers, rear deck lids/tails, front fenders, and front hood are allowed. Bonded or glued fiberglass or composite sunroof "plugs" and fender flares are allowed. Substitution of other parts are not allowed. Fender flare configuration is free.
- D. Cars must have a windshield, a rear window and rear quarter windows. Cabriolet bodies must have a stock size windscreen and no other windows are required. Materials may be original equipment or equivalent glass, polycarbonate, or other break-resistant plastic.
- E. Rear wing choices include: ducktail, 911 whale tail, 930, IROC, large IROC, 911 3.6 RS wing, 3.8 RSR short wing. Wicker bills up to 1" can be added to the ducktail, 911 whale tail, 930, IROC and large IROC tails.
- F. Any front air dam may be used as long as it does not extend forward of the stock front bumper (excluding bumperettes).
- G. Interior modifications are free.
- H. Electrical system and instrumentation is free.

2. Engine

- A. All engines must run on standard pump gas with octane rating not to exceed 93.
- B. Exhaust system may have any header system with a maximum primary tube size of 1.5" outside diameter.
- C. Crankcase can be any 911 crankcase and machining of any kind is allowed.
- D. Rods must be stock. Aftermarket rod bolts are allowed.
- E. Valve springs & retainers are free.
- F. Ignition system is free as long as it is single plug per cylinder.
- G. Engine oil system and cooling is free.
- H. 2.7 liter engine specs
 - Allowable intake systems are: 40 or 46 mm Weber or PMO carbs, CIS from any year, Bosch MFI from 1969-1973, 3.2 intake manifold with any throttle body and airflow meter, "straight-through" fuel injection systems with individual throttle bodies no larger than 46 mm, 3.6 intake manifold from 1989-1995 911 with any throttle body(s).
 - Crankshaft: stock 70.4 mm stroke.
 - Pistons and cylinders: maximum of 90mm bore and maximum compression ratio of 9.25:1.
 - Cylinder Heads: stock, maximum port sizes of 39 mm intake, 36 mm exhaust and valve sizes of 46 mm intake, 40 mm exhaust.
 - Camshafts: 911S, Elgin mod-S, or GE60.
- I. 3.0 liter engine specs
 - Allowable intake systems are: 40 or 46mm Weber or PMO carbs, CIS from any year, Bosch MFI from 1969-1973, 3.2 intake manifold with any throttle body and airflow meter, "straight-through" fuel injection systems with individual throttle bodies no larger than 46mm, 3.6 intake manifold from 1989-1995 911 with any throttle body(s).
 - Crankshaft: stock 70.4mm stroke with 9 bolt flywheel configuration.

- Pistons and cylinders: any stock CIS 911 SC 95 mm bore.
- Cylinder Heads: maximum port sizes of 39 mm intake, 35 mm exhaust and valve sizes of 49 mm intake and 41.5 mm exhaust. Small intake port 3.0 liter heads may have cylinder head material removed to match the port shape and dimensions of the large, stock 3.0 intake port.
- Camshafts: stock 911SC.

J. 3.2 liter engine specs

- Intake system must be stock from the air filter housing face of the air flow meter to the cylinder head. All induction air must pass through this stock intake tract. Air filter assembly and fuel management system are free. Forced induction is not permitted.
- Crankshaft: stock 74.4 mm stroke.
- Pistons and cylinders: any stock Motronic 911 3.2L, 95 mm bore.
- Cylinder Heads: stock, maximum port sizes of 40 mm intake, 38 mm exhaust and valve sizes of 49 mm intake and 41.5 mm exhaust.
- Camshafts: stock 911 3.2L Carrera.

3. Transmission and Clutch

- Models up through 1986 must have a Porsche 915. 1987-89 cars may use a Porsche G-50 transmission. The transmission must use Porsche synchronizers.
- Differential is free.
- Clutch package is free except G-50 must use stock steel pressure plate. Stock flywheel must be used on all transmissions. Flywheels must remain unmodified.
- Transmission coolers, lubrication, and shift linkage are free.
- 915 transmissions must use an 8:31 final drive ratio. G-50 transmissions must use the 9:31 final drive ratio.
- The following gear ratios are acceptable in any combination:

	<u>915 Transmission</u>	<u>G-50 Transmission</u>
1st gear	11:35	12:42
2nd gear	18:33 or 18:32	17:35
3rd gear	23:29	22:31
4th gear	26:25 or 26:26	32:36
5th gear	28:23	36:32

4. Suspension

- Stock suspension pivot axis must be maintained by all suspension components.
- Front spindle height is free; struts must be O.E. components manufactured by Boge, Bilstein or Koni with the location of the spindle as standard or relocated. The retaining system for the O.E. shock absorber insert must be used. Custom fabricated strut housings are not permitted.
- Front and rear shock absorbers must be the same configuration as stock, maximum 2-way adjustment.
- Torsion bar suspension required, front and rear.
- Suspension bushings are free. Front camber plate/caster plate design is free.
- Stock 911 rear control arms only, 930 rear control arms are not allowed.
- Adjustable rear spring plates are free.
- Anti-roll bar (sway bar) systems are free.
- Alignment settings are free, except track width can only be increased by .25" per side.

5. Tires, Wheels and Brakes

- Wheels must be 7x16 front and 8x16 rear. Any aftermarket wheel is allowed.
- Tires must be Toyo RA1 or R888 225/50-16 front and the 245/45-16.
- Any brake caliper, pad and rotor combination is allowed as long as they fit inside the required wheel size and the rotors are steel.

- D. Brake lines, air ducting, master cylinder, brake balance control and fluid are free. Dust shields may be removed.
- E. E-brake, parking brake or hand brake system may be removed.

SPBOX Class Rules and SPBOX Eligible Models

Eligible models for SPBOX are 1997-1999 Porsche Boxster 2.5L, motor #M96.20. All parts must be factory stock from one of the eligible years, except where modifications are specifically allowed below.

Modifications not specifically listed are prohibited. PCA will honor approvals of modifications of items not in compliance with the rules if the approval has been noted in a vehicle logbook.

1. Safety, Chassis and Minimum Weight

- A. Roll cages must comply with Appendix A and there must be a minimum of 6 connection points to the chassis. Attaching to the windshield frame or B pillar is allowed. Roll cages may not pass through walls or sills but may pass through the front bulkhead and be tied to the shock tower.
- B. Arm restraints are required for drivers of cars with aftermarket hardtops.
- C. Minimum weight is 2650 lbs including driver.
- D. Ballast may not exceed 75 lbs, with a maximum of 25 lbs bolted to the floor of the passenger footwell and the remainder secured behind the driver's seat.
- E. Battery minimum weight is 10 lbs, must be in stock location.
- F. Seam welding of the chassis is not allowed.

2. Engine

- A. Engines and components must remain stock; engine and transmission must remain in their stock locations.
- B. Replacement air filters cannot be larger than factory and must be drop-in factory size and style. No modifications to engine air inlet and intake
- C. ECU and programming must remain stock; no other engine management can be added
- D. Underdrive crank pulley is allowed, minimum 4" diameter. No modifications to any other pumps or pulleys; belts must be retained and operating.
- E. Allowed flywheel substitutions are Aasco 106412-11 or Fidanza 914572
- F. Exhaust manifolds must be stock; catalytic converters may be removed and all other exhaust components are free.
- G. An additional radiator in the center of the grill area is allowed; stock radiators must be retained.
- H. The following modifications to the oil cooling system are allowed: addition of external oil cooler, upgrade to Boxster S oil cooler, addition of deep sump oil pan.
- I. The use of an Accusump oil accumulator is allowed.
- J. Air conditioning and heating systems may be removed.
- K. Data acquisition systems are allowed.

3. Transmission

- A. Transmission must be G86/00 and must remain stock with no coatings and stock gear ratios
- B. Clutch disk and pressure plate must be factory or Sachs Performance Clutch #88 1861 000 017 and Sachs Performance Sport Pressure Plate #88 3082 999 754
- C. Short shift kits are allowed. Shift cables must remain stock length.

4. Suspension/Wheels/Tires

- A. Shock tower modification and strut braces are not allowed.
- B. Camber plates are not allowed.
- C. No urethane bushings or solid engine or transmission mounts are allowed
- D. Porsche GT3 (street) adjustable A-arms are allowed.
- E. Springs must be stock or can be changed to 450 lb front and 500 lb rear.

- F. Bilstein PSS9 shocks, part #F4-GM5-8847-H0 with stock valving are required. Shocks cannot be cockpit-adjustable.
- G. Sway bars, drop links and toe links may be stock or changed to the following:
 - Front sway bar: Porsche street GT3 or H&R 70779
 - Rear sway bar: H&R 71779 or Tarett Engineering #986RSBA
 - Front drop links: modified stock (shortened for use with GT3 sway bar), Tarett Engineering #996FDLTK, or Tarett Engineering GT3 "long" links #EXTFDLTK
 - Rear drop links: stock or Tarett Engineering #996RDLTK
 - Rear toe links: stock or Tarett Engineering #996TLNKR
- H. Ride height minimum 90 mm front and rear as measured at front cross of aluminum cross member and front-to-rear braces near rear sway bar.
- I. Any factory cast aluminum rims intended for a Boxster and matching the original offset are allowed; front wheels must be at least 18.5 lbs and rear wheels at least 20 lbs. Rear wheels must be 17 x 8.5 inch, 48-50 mm offset. Front wheels may be either 17 x 7 inch, 55 mm offset, or the same size and offset as the rear wheels (17 x 8.5 inch, 48-50 mm offset)
- J. Wheel spacers are allowed only for 17 x 8.5 inch front wheels for fender and fenderwell clearance.
- K. Tires: Toyo R888 front 225/45-17 or 255/40-17; rear 255/40-17

5. Brake System

- A. Brake pads are free.
- B. Steel braided brake lines are allowed
- C. Emergency brake, lever, cables and associated parts may be removed.
- D. Brake cooling systems are allowed if they use only air. Air may be vented through the front air dam. Dust shield may be removed.
- E. One piece stock size steel rotors are required. Rotors may be cross-drilled or slotted.

6. Bodywork

- A. Soft convertible tops and motors/assemblies may be removed.
- B. Hard tops are mandatory and may be factory or aftermarket fiberglass replicas. Rear window must appear stock with no venting, can be lexan
- C. Approved air dams and bumpers are limited to the following:
 - Stock or stock with cutout for additional radiator
 - Boxster S or replica
 - 996 Carrera 2 (U.S. delivered 1999 C2 model)
- D. GT3 style factory part #996-505-986-91 or clone only. Splitters may not extend forward of the front bumper and may be no more than 3" lower than the bottom of the front bumper. Factory or factory replacement side skirts are allowed.
- E. Headlights, tail lights and brake lights must remain stock; license plates, frames, and license plate frames may be removed. Rear bumper license plate area may be cut out to 27" wide by 7" tall maximum. Toe hook hole maximum 6" x 3"
- F. Rear spoiler must be left in the upright position; lift motor may be removed. Deck lid must be stock.
- G. Radiator inlet screens, side inlet scoops and screens and ventilation ducts are allowed.

7. Interior

- A. Factory dashboard instrument pod must remain intact; 996 instrument cluster is allowed. Additional gauges may be added.
- B. All interior items and insulating material may be removed except where otherwise noted. Doors may be gutted, except factory door beams must be intact or protruding intrusion door bars must be added to the cage.
- C. Steering wheel lock must be removed.
- D. Factory engine cover must remain in the stock position and latched.

SUPER CLASSES - GTC

All non-street legal factory Cup Cars as delivered from the Porsche factory to meet Supercup or Carrera Cup specifications without modification except as provided below .

GTC1 - Euro C2 Carrera Cup Cars and all US Carrera Cup cars meeting race series specifications.

GTC2 - 993 Cup Cars

GTC3 - 996 Cup Cars

GTC4 - '06-'09 997 Cup Cars

GTC5 - 2010 997 Cup Cars

- A. Tires are free.
- B. All PCA Club Racing Safety requirements must be met.
- C. Updating and backdating within model type is allowed.
- D. Parts may be replaced by factory parts from a street legal version of the same model, e.g. GTC1 cars may use 964 parts, GTC2 cars may use 993 parts, etc.
- E. Lexan front windshields are allowed.
- F. Any type of non-floating brake rotor of equivalent thickness and diameter and iron-based friction surfaces is allowed in GTC1, GTC2, GTC3. GTC4 may use any aftermarket rotors of equivalent thickness and diameter.
- G. For GTC1, exhaust is free after the stock heat exchangers, except that it must be a single outlet exiting in the stock location.
- H. For GTC1, factory aluminum hood may be replaced with factory steel or aftermarket foam core fiberglass or carbon fiber hood. Hood must have provision for hinges, with only two hood pins allowed. The hood should be indistinguishable from the factory hood in form and function.
- I. GTC1 cars may update to the 993 solid shift rod part #964.424.020.35.
- J. GTC1 cars may replace the magnesium engine mounts with solid aluminum mounts of the same height.
- K. GTC1 cars may have aftermarket camber plates.
- L. GTC1 cars may replace front control arm bushings, rear control arm bushings and rear spring plates with aftermarket parts, including monoballs. The original suspension geometry must be maintained.
- M. Wheels in GTC1 and GTC2 may be of any type or manufacturer, but must have the same width, diameter, and offsets as the original factory wheels. In GTC3 and GTC4, wheels must be 3-piece wheels of the same width, diameter, and offsets.
- N. GTC2 and GTC3 cars are allowed to replace the pressure-cast aluminum control arms with steel control arms of identical dimensions.
- O. GTC3 cars may replace the Cup clutch with the GT3 RS or metallic GT3 RSR clutch.
- P. GTC3 and GTC4 may relocate the battery to the passenger footwell in a sealed container. Relocated batteries must be sealed dry cell.
- Q. GTC3 may use any 2-way adjustable shock.
- R. GTC3 and GTC4 may replace carbon-fiber doors and decklids with aftermarket parts. Replacements must be identical in every respect except weight and material; parts can be no lighter than stock parts.
- S. GTC4 may use any of the Porsche-provided exhaust systems.
- T. GTC4 may use any adjustable shock. Remote reservoirs, if used, must be mounted without modification of any stock component.
- U. GTC4 cars may change the brake master cylinders.

SUPER CLASSES - GTA, GTB, GT-1 thru GT-6 and GTP-1 thru GTP-6

Any car which exceeds the modifications for the "STOCK" and "PREPARED" classes will compete in the SUPER CLASSES. The cars in these classes do not have to be street registerable, however, they must meet accepted safety requirements and the decision to be allowed to run rests entirely with the PCA Club Racing Program personnel. The GT classes will be divided into "subclasses" for cars on race tires and cars on DOT approved street tires, designated "R" and "S" respectively. There is no class distinction by tire type for GTA, GTB and GTP.

1. General Requirements

- A. GTA and GTB cars must have an intact Porsche chassis and meet minimum weight established for each class.
- B. GT cars, with the exception of those covered in (E) below, must have a Porsche chassis consisting of a stock tub that includes the original floor pan, rocker panel longitudinal frame members, front metal firewall, and front shock towers or area surrounding the shock towers. Additionally, 914/924/944/968/Boxster/Cayman chassis cars must have the original rear shock towers or stock tub surrounding the rear shock towers. 911, 914/Boxster/Cayman chassis cars must have a rear metal firewall. Firewalls may contain metal access panels for transmission or clutch/flywheel area. Bodywork must be consistent with the underlying chassis. The suspension must be derived from a type found on some stock version of the bodywork type of the car. Additional pivot points are allowed.
- C. Engine and transmission cases must be Porsche factory components..
- D. No spoilers, wings, or air dams may be wider than the basic bodywork of the car. No front spoiler or air dam may have components extending forward of the bodywork with the exception of splitters which may extend no more than 4" beyond the rest of the front bodywork. No rear spoiler or wing may be higher than 4'10" from the ground, or extend more than 6" beyond the rear bumper.
- E. No aerodynamic devices which are driver adjustable or which adjust themselves while on the track will be allowed with the exception of factory fixed-speed deploying devices operating within factory specifications.
- F. Porsche factory approved race cars and Porsches with log books issued prior to 1999 that do not strictly adhere to the provisions of this rule book may be allowed to participate in GTP-1 thru GTP-6 on a case-by-case basis at the discretion of the Rules Committee and with the approval of the Club Racing Chairman.

2. Engine

- A. Must retain a Porsche OEM engine block or case. Other changes or modifications are free in GTA, GT and GTP. See section on classes for restrictions on GTB.
- B. Non-996 or later 911- based cars with normally aspirated water-cooled GT3 or factory race engines shall be classified in GTP by displacement.
- C. Engine must run on gasoline. Nitrous oxide is not allowed .

3. Suspension - Free for GTA, GT and GTP except as noted in (1. A) above. See section on classes for restrictions on GTB.

4. Tires and Wheels

- A. Any tire and wheel combination meeting the safety requirements of the PCA Club Racing Program technical inspectors is allowed.
- B. Tire and wheel package must be completely covered by the bodywork and have sufficient clearance to prevent rubbing which could be considered dangerous.

5. Brakes - Free. Brake lights must be as bright and as easily seen as stock brake lights.

6. Transmission - must use Porsche OEM transmission case: All other modifications are free in GTA, GT and GTP. See section on classes for restrictions on GTB.
7. Body/Chassis/Interior
See section on classes for restrictions on GTB.
 - A. Fenders must be flared to cover wheels and tires.
 - B. Doors, fenders, hood, bumpers, and decklids may be replaced with fiberglass or carbon fiber components. However, adequate steel impact protection for both driver and fuel tank are required.
 - C. Windows other than the windshield may be replaced with break-resistant plastic.
 - D. Lexan windshields of appropriate thickness and quality of construction are allowed.
 - E. Removal of interior is allowed provided the car "conforms to the spirit" of the PCA Club Racing Program, i.e. it is aesthetically pleasing.
 - F. Fuel cells, though not required, are strongly recommended.
 - G. On-board fire systems, though not required, are strongly recommended.

Class GTA

996 or later factory race cars with normally-aspirated engines and other cars based on 996 GT3 or 997 GT3 engines that do not meet the requirements of the Stock, Prepared or GTC Classes. Tires are free.

GTA1: 996 factory race cars or cars with 996 GT3/R/RS/RSR engines. Maximum displacement is 3.8L. Minimum weight for this class shall be 2700 pounds including driver.

GTA2: 997 factory race cars or cars with 997 GT3/RSR factory race engines. Maximum displacement is 4.0L. Minimum weight shall be 2750 pounds including driver.

Class GTB

Normally aspirated 996 or 997 (excluding GT3), or Cayman S production street cars modified beyond the requirements for "STOCK" or "PREPARED." GTB has 2 classes, GTB1 and GTB2. GTB1 contains cars with a maximum displacement of 3.6L. Cars over 3.6L displacement are in GTB2. See table in weights section for minimum weights by model and engine. Minimum weights include driver.

1. Drivetrain: Cars must have an unmodified production engine, transmission and gears, ECU, and chassis. Flywheels may be replaced with a single mass, ferrous (magnetic) material flywheel; clutch disk must remain the stock diameter. Cayman S may have an underdrive pulley for the power steering belt.
2. Suspension: Bushing materials are free. Suspension pick-up points and components must remain stock except that GT3 or GT3 Cup lower control arms and GT3 adjustable rear toe links are allowed. Springs, shocks, and camber plates are free.
3. Bodywork: Bodywork changes are limited to those found on a GT3 Cup; if a wing is used it must be a GT3 wing or factory non-extended GT3 Cup wing. Modifications to the underside of the vehicle for improving aerodynamics are not allowed.
4. Other GT modifications are allowed. Tires are free.

Classes GTP-1 through GTP-6

All Porsche factory approved prototype race cars and cars with log books issued prior to 1999 that do not strictly adhere to the provisions of this rule book and pre-996 911 chassis with water-cooled normally aspirated 911 factory race or GT3 engines. GTP Porsches will be classed according to engine displacement as listed in the table below. There will be no distinction by tire type in GTP.

Class	Displacement, Normally Aspirated	Displacement, Turbo/Supercharged
GTP-1	Not applicable	Over 2.62 L

GTP-2	Over 3.4 L	Not applicable
GTP-3	Over 2.808 L to 3.4 L	Over 2.16 L to 2.62 L
GTP-4	Over 2.2 L to 2.808 L	Over 1.69 L to 2.16 L
GTP-5	Over 1.75 L to 2.2 L	Over 1.35 L to 1.69 L
GTP-6	Up to 1.75 L	Up to 1.35 L

Classes GT-1 through GT-6

GT cars will be classified by calculating a “performance index.” The performance index applies the same principle of classification as used for the stock classes, which is weight/horsepower. The formula is:

$$\text{Performance Index} = (\text{Weight} / [\text{Displacement} \times \text{Horsepower} / \text{Liter for engine type}]) \times 100$$

There are 14 engine types. Displacement in the formula is the exact displacement of the engine to the nearest thousandth of a liter. The weight in the formula includes car, driver and driver gear. The table below provides the HP/L for your engine type to calculate the Performance Index for your car:

Engine Type	HP/L
4 cyl air cooled	90
4 cyl air cooled turbo	150
6 cyl air cooled	110
6 cyl air cooled turbo	210
4 cyl 2 valve water cooled	100
4 cyl 2 valve water cooled turbo	200
4 cyl 4 valve water cooled	125
4 cyl 4 valve water cooled turbo	230
6 cyl 986-based (M96 engine, any chassis)	135
6 cyl 987-based (M97 engine, any chassis)	140
6 cyl water cooled turbo (any chassis)	240
8 cyl 2 valve	90
8 cyl 2 valve turbo	145
8 cyl 4 valve	100
8 cyl 4 valve turbo	165

Classification is as follows:

Performance Index	Class
425 and below	GT-1 R/S
426 to 550	GT-2 R/S
551 to 675	GT-3 R/S
676 to 825	GT-4 R/S
826 to 975	GT-5 R/S
976 and above	GT-6 R/S

- It is permissible to add ballast to change one class only. Ballast is defined as removable weight bolted into the car solely to achieve a target weight. Ballast may be placed anywhere in the car so long as it is appropriately and adequately secured.
- Classes are further subdivided by tire type for cars on race tires and cars on DOT approved street tires, designated "R" and "S" respectively.
- GT class, engine displacement, engine type and minimum weight must be written in the car's log book on the inside cover.

CLASS WEIGHT TABLES

All Weights Include Driver and Driver's Gear

The **STOCK CLASSES - A through L** - Prepared changes move cars down the alphabet either one or two classes from their base class; the stock class weight is still the minimum weight for the car. All Euro-spec cars with any performance advantage (compression, motronics, etc.) over their U.S. counterparts will be classed one class down the alphabet from the U.S. models.

Class	Year	Model	Weight	HP	Ratio (lb/hp)
A	All	356	2012	70	28.74
A	All	356 Speedster	1822	70	26.03
A	All	356A	2020	75	26.93
A	All	356A Carrera	2196	75	29.28
A	All	356A Carrera GT	2064	75	27.52
A	All	356B	2130	75	28.40
A	All	356B S-90	2130	90	23.67
A	All	356B/C Carrera GT	2009	75	26.79
A	All	356C	2185	75	29.13
A	All	356SC	2185	95	23.00
A	68	911T	2421	110	22.01
A	69	911T	2344	110	21.31
A	All	912	2284	90	25.38
A	76	912E	2408	86	28.00
A	All	914 1.7, 1.8	2289	73	31.57
A	All	914 2.0	2289	91	25.15
A	75-77	924	2773	95	29.07
A	77.5-82	924	2773	110	25.21
B	65-68	911	2333	130	17.95
B	68	911L	2421	130	18.62
B	69	911E	2344	140	16.74
B	70-71	911T	2399	125	19.19
B	72-73	911T	2460	130	18.92
B	74-75	911	2575	143	18.01
B	All	914-6	2225	110	20.23
B	77.5-82	924 Turbo	2972	143	20.78
B	83-85	944	2929	143	20.48

B	85.5-87	944 2.5	2929	147	19.93
B	86-88	944 Rothman	2929	147	19.93
B	87	924S 2.5	2884	147	19.62
B	88	924S	2884	158	18.25
B	88	944 2.5	2994	158	18.95
B	89	944 2.7 (2-valve, 100 lb weight penalty)	3116	162	19.23
C	70-71	911E	2399	155	15.48
C	72-73	911E	2515	165	15.24
C	74-75	2.7 Carrera (CIS) Max wheel width 7" front, 8" rear	2575	167	15.42
C	74-77	911S	2575	167	15.42
C	78-79	928	3523	219	16.09
C	80-82	928	3589	220	16.31
C	83-84	928S	3589	234	15.34
C	87-88	944S	2972	188	15.81
D	67	911S	2333	160	14.58
D	69	911S	2344	170	13.79
D	68	911S	2421	160	15.13
D	70-71	911S	2399	180	13.33
D	72-73	911S	2515	190	13.24
D	75-77	3.0 Carrera	2702	180	15.01
D	78-80	911SC (Euro)	2702	180	15.01
D	78-83	911SC	2702	180	15.01
E	81-83	911SC (Euro)	2702	204	13.25
E	85-86	928S (5-speed)	3501	288	12.16
E	85-86	928S (Automatic)	3589	288	12.46
E	84-86	911 Carrera	2812	207	13.58
E	84-86	911 Carrera (Turbo-look)	2922	207	14.12
E	86-88	944 Turbo	3049	217	14.05
E	87-88	944S (Club Sport/Firehawk)	2972	200	14.86
E	87-89	911 Carrera	2906	217	13.39
E	89-94	911 C4	3347	247	13.55
E	89-91	944S2	3082	208	14.82
E	90-94	911 C2/C4 (Turbo body)	3402	247	13.77
E	All	968	3236	236	13.71
E	96-97	Boxster	2972	201	14.79
E	98-04	Boxster	2929	217	13.50
F	70-71	916	2350	190	12.37
F	72-73	2.7 Carrera-Touring	2515	210	11.98
F	74-75	2.7 Carrera (MI)	2515	210	11.98
F	75-77	930	2785	234	11.90
F	84-86	911 Carrera (Euro)	2812	231	12.17

F	84-86	911 Carrera (Euro Turbo-look)	2922	231	12.65
F	87-89	911 Carrera (Euro)	2906	231	12.58
F	87-89	911 Carrera (Club Sport)	2806	217	12.93
F	87-91	928 S4	3655	316	11.57
F	88-89	944 Turbo S	3148	247	12.74
F	89-91	944 S2 Club Sport or Firehawk	2900	225	12.89
F	90-94	911 C2 & RSA	3181	247	12.88
F	90-91	928 GT	3655	326	11.21
F	92-94	928 GTS	3743	345	10.85
F	All	968 Firehawk	3050	242	12.60
F	00-04	Boxster S	3004	250	12.02
F	05	Boxster	2961	240	12.34
F	06-07	Boxster	3005	240	12.52
F	07-08	Cayman	3016	245	12.31
F	08	Boxster	3016	245	12.31
F	09-10	Boxster	3082	255	12.09
F	09-10	Cayman	3082	265	11.63
G	72-73	2.7 Carrera-Lt. Wgt	2266	210	10.79
G	All	Playboy-Escort Canadian Cup 944 Turbo (limited to 1 bar boost)	2920	250	11.68
G	All	911 RS America	2910	247	11.78
G	95	993	3170	270	11.74
G	96-98	993	3214	282	11.40
G	96-98	993 (Turbo body)	3324	282	11.79
G	05-07	Boxster S	3060	280	11.13
H	74-75	Carrera RS 3.0	2311	230	10.05
H	78-89	930 (3.3 Turbo)	3005	300	10.02
H	91-92	911 3.3 Turbo	3150	315	10.00
H	All	US Carrera Cup, street version	2834	265	10.69
H	All	964 RS	2834	260	10.90
H	99	996	3060	296	10.34
H	00-01	996	3060	300	10.20
H	05-08	997 Carrera (3.6)	3225	325	9.92
H	05-08	997 Carrera 4 (3.6)	3307	325	10.18
H	06-08	Cayman S	3104	295	10.52
H	08	Boxster S	3104	295	10.52
H	10	Panamera S	4118	400	10.30
H	10	Panamera 4S	4251	400	10.63
I	83-84	911 SCRS	2306	250	9.22
I	90-94	911 RS 3.8	2818	300	9.39
I	All	930 (3.6 Turbo)	3424	360	9.51
I	95-97	993 RS and 993 RSCS	2944	300	9.81
I	02-05	996	3060	320	9.56

I	05-08	997 Carrera S (3.8)	3281	355	9.24
I	06-08	997 Carrera 4S (3.8)	3402	355	9.58
I	09-10	997 Carrera	3225	345	9.35
I	09-10	997 Carrera 4	3391	345	9.83
I	09-10	Boxster S	3126	310	10.08
I	09-10	Cayman S	3126	320	9.77
I	10	Boxster Spyder	2961	320	9.25
J	81	924 GTS (Club Sport)	2482	275	9.03
J	96-98	993 Turbo	3457	400	8.64
J	All	996 Turbo	3546	420	8.44
J	03-06	911 GT3	3192	381	8.38
J	09-10	997 Carrera S	3281	385	8.52
J	09-10	997 Carrera 4S (3.8)	3413	385	8.86
J	99-00	911 GT3	3083	360	8.56
J	10	Panamera Turbo	4493	500	8.99
K	All	959	3340	450	7.42
K	All	996 GT2	3325	456	7.29
K	All	997 Turbo	3611	500	7.22
K	07-09	997 GT3	3181	415	7.67
K	10	997 GT3	3225	435	7.41
L	All	Carrera GT	3095	612	5.06
L	All	997 GT2	3325	530	6.27
L	All	997 GT3RS	3170	450	7.04

Spec Classes

Class	Year	Model	Weight	HP	Ratio (lb/hp)
SP1	83-88	944, 2.5L, normally aspirated	2600	147	17.69
SP1	87-88	924S	2600	147	17.69
SP2	See Charts A and B in SP2 Rules				
SP3	See Charts A and B in SP3 Rules				
SP911	Up to 89	911, 2.7L engines	2300		
SP911	Up to 89	911, 3.0L and 3.2L engines	2350		
SP911	Up to 89	911, 3.0L engines, 3.6L intake	2400		
SPBOX	97-99	Boxster, 2.5L, motor M96.20	2650	217	12.21

Super Classes: GTA, GTB, GTC

Class	Year	Model	Weight	HP	Ratio (lb/hp)
GTA1	All	996 GT3-based GT	2700		

GTA1	All	996R/RS/RSR-based	2700		
GTA2	All	997 GT3-based GT	2750		
GTA2	All	997 RSR-based	2750		
GTB1	99-01	996, 3.4L	2750	300	9.17
GTB1	02-05	996, 3.6L	2900	320	9.06
GTB1	All	996, 3.6L X51	3100	345	8.99
GTB1	06-08	Cayman S 3.4L	2750	295	9.32
GTB1	09-10	Cayman S, 3.4L	2950	320	9.22
GTB1	05-08	997, 3.6L	3000	325	9.23
GTB1	09-10	997, 3.6L	3100	345	8.99
GTB2	05-08	997S, 3.8L	2850	355	8.03
GTB2	09-10	997S, 3.8L	3050	385	7.92
GTB2	All	997, 3.8L X51	3050	381	8.01
GTC1	All	US & Euro C2 Carrera Cup Cars	2575	265	9.72
GTC2	All	993 Cup Cars	2614	315	8.30
GTC3	All	996 Cup Cars	2700	360	7.50
GTC4	06-09	997 Cup Cars, 3.6L	2700	420	6.43
GTC5	10	997 Cup Cars, 3.8L	2796	450	6.21

Rules Review Procedures

PCA Club Racing has established an annual process for considering changes to these rules. The specific events and approximate annual dates for this process are as follows:

- March 15** Notification in Club Racing News and on the PCA Club Racing website that proposed rules changes may be submitted between April 1 and June 1.
- April 1** Opening date for submission of proposed rules changes.
- June 1** Final date for submission of rules revision suggestions to the Club Racing Committee.
- June and July** Technical/Rules Committee and Stewards review suggestions and formulate proposed revisions for the coming year.
- August 1** Proposed revisions published for comment either in the Club Racing Newsletter, on the PCA Club Racing website, or by separate mailing to all licensed racers.
- October 1** Final date for submission of comments to the Club Racing Technical Chairman.
- October 15** Proposed revisions reconsidered in light of comments and submitted to the Club Racing Chairman and his/her Advisory Committee for approval.
- November 1** Final revisions published in Club Racing Newsletter, on the PCA Club Racing website, or by separate mailing to all licensed racers to take effect January 1.

NOTE: Changes in safety related rules are at the discretion of the National PCA Club Racing Committee and may or may not be part of this procedure.

APPENDIX A - ROLL CAGE SPECIFICATIONS

Roll Cages and Bars: The roll cage/roll bar must be securely mounted with the mounting plates at the bottom of the hoops mounted directly to the floor and/or longitudinal members of the unibody and make metal to metal contact. Any padding, carpet, upholstery, etc. must be removed to satisfy this requirement. The mounting area of bolt-in roll cage/roll bar must be backed by a plate of a size equal to that of the upper mounting plate with a minimum thickness of 3/16". Bolts must be grade 5 or higher. The roll cage/roll bar must be full cockpit width, except as originally supplied by the factory for open racecars, and have two fore/aft braces of tubing size equal to the main hoop. The braces must be mounted as near to the top of the main hoop as possible at an included angle of at least 30 degrees. Also, the assembly must contain a transverse (left to right side) brace. Roll cage/roll bar tubing in the Stock/Prepared Classes must remain within the passenger compartment. The removal of the side door panels and glass to facilitate side impact protection is allowed. Carbon fiber roll cages or bars are not allowed.

Roll Cages: The roll cage must have a full width main hoop and a full-width front hoop or two side halo hoops around the door opening connected by tubing across the top of the entire windshield. The tops of the hoops must be as close to the roof as closely as possible in closed-top cars. In open-top cars, the top of the main hoop must be at least 2" above the driver's helmet, and the plane formed by the top of the main hoop and the top of the front hoop must be above the driver's head in both closed and open top cars. The front (or side halo) and main hoops must go to the floor pan and be connected with each other with tubing as close to the roof line as possible. The cage must have at least one bar across the door opening on each side connecting the front and main hoops. Additional side impact protection (two bars or "NASCAR" style bars protruding into the door) is strongly recommended.

Factory Roll Cages as delivered in factory race cars are allowed. Roll cages sold or installed by Porsche in street cars are allowed in stock class cars if certified to meet FIA regulations. If the car exceeds the stock class rules, then a cage meeting the specifications above must be installed.

Roll Bars: All provisions under section "Roll Cage and Bars" apply. Note that roll bars without terminal mounting plates braced on the frame are not acceptable. The top of the main hoop must be at least 2" above the driver's helmet when the driver is seated in the normal driving position. Porsche Tequipment bars and factory roll bars in Boxsters are not sufficient to meet these rules.

An inspection hole 3/16" in diameter must be provided in a non-critical area for verification of tube thickness. **Any portion of the assembly which may come in contact with the driver's helmet must be covered with high density foam 3/4" thick held securely in place with zip ties, electrical tape or duct tape.** Foam must be equivalent to SFI 45.1 or FIA 8857 standards for hardness.

Minimum Roll Bar Tubing Sizes	Car Weight without Driver	
	Under 1500 lbs	Over 1500 lbs
Mild Steel	1.5" x .120"	1.75" x .120"
Alloy Steel	1.375" x .090"	1.625" x .095"

Minimum Roll Cage Tubing Sizes

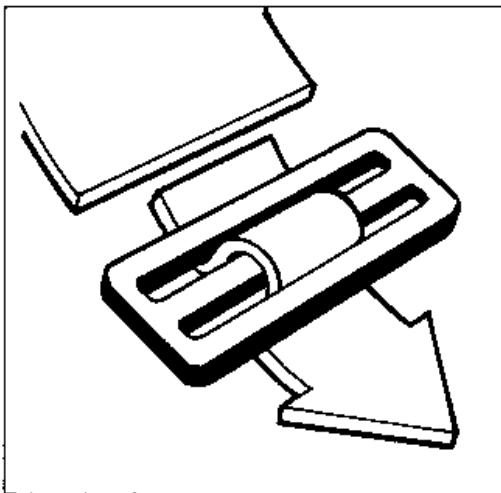
All required tubing must have the following minimum diameters and wall thicknesses:

	Car Weight without Driver	
	Under 2500 lbs	Over 2500 lbs
Mild Steel	1.50" x .095"	1.75" x .095" or 1.50" x .120"
Alloy Steel	1.375 x .095"	1.50" x .095"

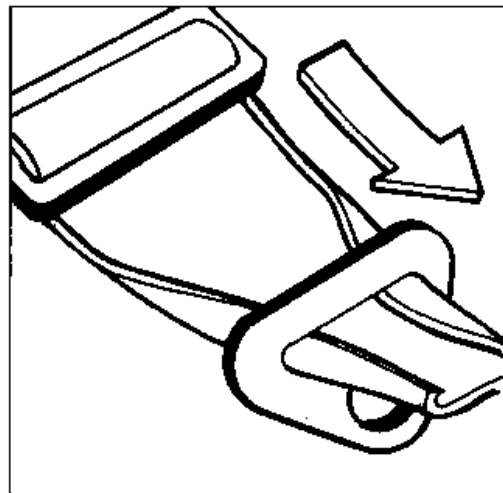
APPENDIX B - SEAT BELT SPECIFICATIONS

Harnesses must be SFI or FIA approved for competition. Harness webbing must be approximately 3" for lap and shoulder webbing and 2" for antisubmarine strap webbing. Any FIA or SFI approved 5, 6 or 7 point competition harness is allowed, specifically those with 2" lap webbing or 2" sections of the shoulder webbing designed to fit over the yoke of a head and neck restraint device. Strap material must be replaced every five years but straps should be inspected regularly and replaced sooner if needed.

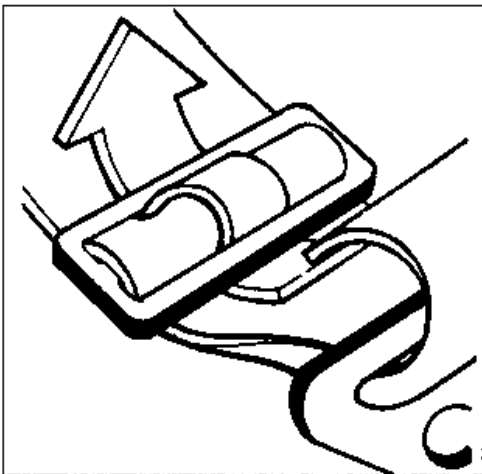
Belts shall be mounted according to these rules and the manufacturer's specifications. The angle of the shoulder harness going back from the driver's shoulders cannot be more than 30 degrees above nor more than 10 degrees below the horizontal plane of the shoulders. Shoulder webbing should attach as near to the rear of the seat as convenient, in order to reduce belt length and stretch. The diagrams below show the proper routing of the straps around the mounting hardware.



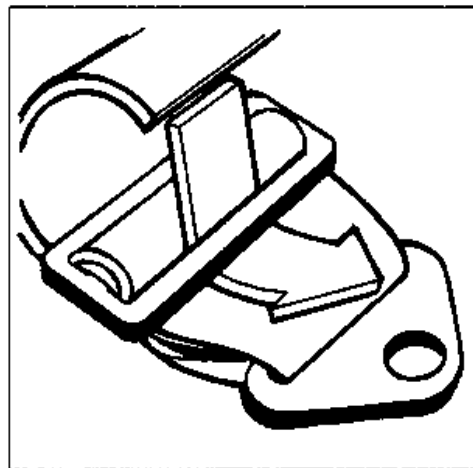
STEP 1: Insert strap through tightening buckle.



STEP 2: Pull strap to 8"-10" beyond buckle, fold edges and insert into mounting bracket.



STEP 3: Fold back strap and re-insert through



STEP 4: Fold back strap again and insert

APPENDIX C - ELECTRICAL DISCONNECT SPECIFICATIONS

A standard electrical disconnect (battery cut-off) switch must be provided on all cars competing in the PCA Club Racing Program. This switch must be wired such that electrical power to all circuits, except an electrically operated on-board fire system, is disconnected. In the interest of convenience, the switch may be mounted in the compartment near the battery and operation effected by a pull wire passing to the outside of the car or by means of an electrically operated toggle switch. The preferred location of the pull wire or switch is on the driver's side. It must be clearly visible and its position marked with the approved decal of "lightning bolt" and the word "OFF". The decal can be placed on the window glass as opposed to the bodywork, as close as possible to the pull wire or toggle switch. It is recommended that the pull wire or switch be painted red for visibility. Those vehicles with a permanently mounted switch or pull wire in another location will be allowed that alternate location providing the position is clearly marked with the approved decal and the switch or pull wire is easily accessible from outside the vehicle.

This requirement does not have to be viewed as a difficult one with which to comply and can very easily be accomplished with the fabrication of a simple bracket to hold the switch near the battery. Braided wire can be used for the pull and it should pass through a small bracket mounted inside the compartment. A loop in the end of the cable completes the installation.

Decal (Available from racer's supply outlets)



APPENDIX D - WINDOW NET SPECIFICATIONS

All vehicles competing in the PCA Club Racing Program, other than those with factory-type non-glass sliding windows, must be equipped with a window net covering the driver's window opening of either the string or strap type. The net must be mounted securely with provision for easy removal by the driver and corner worker in the event of an accident. It is recommended that the net be permanently mounted at the bottom and removable at the top. The method of attachment can be brackets bolted around the upper window frame. The use of plastic tie raps, straps or elastic cords is not allowed. The removal of the upper door sill trim is allowed to effect installation of the window net so that interior trim is not permanently altered. It is strongly recommended that the window net be attached to the roll cage rather than the door.

APPENDIX E - ENDURO PROTOCOLS

*Note: For Enduros of longer than 120 minutes, a minimum of one pit stop is required during the first two hours of racing plus one additional pit stop for each additional one-hour of racing or portion of an hour.

<u>Length</u>	<u># of Pit Stops</u>	<u>Refueling</u>	<u>Driver Change</u>
60 Minutes	1	Not Allowed	Allowed
90 Minutes	1	Allowed	Allowed
120 Minutes and longer	see note*	Allowed	Mandatory

1. All required pit stops shall be for a minimum time of five (5) minutes. Required pit stops cannot be made within the first fifteen (15) minutes of the race and must start before the last ten (10) minutes of the announced race length. Region timers will time pit stops, but the ultimate responsibility for the correct timing of the required time is that of the driver(s). Drivers who do not stay in the pits for the minimum five (5) minute stop will be Black Flagged and assessed a stop and go penalty with the stop time being equivalent to the time that the pit stop was short. A crewmember or driver shall notify a National Scrutineer when a pit stop is not to be considered a mandatory stop.
2. All required pit stops shall be started under Green flag conditions. Drivers must also cross the Start/Finish line under Green flag conditions on the lap prior to entering pit road to make the required pit stop.
3. Cars entering the hot pits for the mandatory five (5) minute pit stop will drive past the designated Check In Point and timing of the pit stop will begin when the car passes the timing check point. The car must be at or below the designated pit lane speed limit of 30 MPH at the Check In point. When the driver has determined that his/her pit stop has been completed, the car will pull away from the pit wall, and proceed at or below the pit lane speed past the Check Out Point, at which point the car may start accelerating to re-enter the track. The elapsed time shall be from the time the car passes through Check In until the car passes through Check Out before entering the track.
4. A maximum of three (3) persons, including the driver(s), will be allowed over the pit wall to work on the car at anytime. Any deviation from this standard for crewmembers will result in a stop and go penalty of the car involved.
5. Minor repair work; tire changes, and driver changes are allowed during the pit stop. The car must run in the same configuration during the whole enduro; i.e., legal weight, equipment, etc. It is strongly recommended that the car be checked during the pit stop for excessive tire and brake wear, general safety, and leaks.
6. The use of generators, battery operated tools, or electricity in the pits is not allowed during any enduro of 90 minutes or longer. Battery operated tools are allowed in the pits in 60 minute enduros where there is not refueling of any car. Compressed gas bottles taken to the pits must be secured and equipped with protection (e.g., metal cage) for the regulator.
7. For enduros allowing refueling, fuel may be added to the car only by a driver or pit

crewmember while wearing a fire retardant suit, gloves and a full-face helmet with visor down or balaclava with goggles. Long hair must be covered by a balaclava. During refueling, the car motor must be off, the driver out of the car, and no other work may be performed on the vehicle during refueling. Fuel jugs must remain capped and on the cold side of the pit wall, and the gas tank must remain capped until the car is off and the driver is out of the car. One person acting as fireman must be present in the pit, with full fire safety gear, equipped with a minimum 10 lb., 60BC or 60ABC fire extinguisher with the pin removed during refueling. Drivers will be responsible for providing the fire extinguisher.

8. Only plastic containers may be used in refueling and no refueling towers will be used. Hand-crank refueling units that allow the fuel reservoir to stay on the "cold" side of the wall are allowed; the amount of fuel in the reservoir cannot be greater than the amount of fuel that will fit in the gas tank when refueling. Dry break systems with a "dump bottle" are allowed.
9. Any deviation from this refueling standards will result in the immediate disqualification of the car involved.
10. Each pit area will be thoroughly cleaned and swept immediately after each pit stop. It is the responsibility of the entrant(s) to provide cleaning materials and equipment and to insure that the pit area is clean. Failure to do so will result in disqualification.
11. Drivers that have multiple cars or cars in different races may request the same pit area assignment for those respective races.
12. Starting grid position for an enduro held before the sprint races will be determined according to the fastest lap timed during the third practice session. If there are two drivers, either driver may start the race, however drivers may participate only in the car to which they are registered. If a car does not have a driver that participated in the session used for gridding, the car will be gridded in the back of the field and placed by class; a number draw will be used within classes. Starting grid position for an enduro held after the sprint races will be determined according to the fastest lap timed during the sprint races or, if time permits, by a separate qualifying session.
13. Anyone speeding in the pits will be black flagged after they have exited the pits and shall be assessed a stop, talk to the National Scrutineer, and go penalty.
14. Pits will be closed during full course yellow flag conditions. If a car is in the pits and completes its mandatory pit stop during a full course yellow, it shall be held at Pit Exit until the pace car and the pack has passed, and be released to join the pack at the back of the field.
15. If a Black All or a Red All is declared, at the time that the Black All or Red is first shown at Start/Finish, the clock shall stop for cars then serving their mandatory pit stop. The race order shall go back to the order of the cars as they pass Start/Finish behind the on track race leader's last Green flag lap. No work shall be allowed on any cars during a Black All. The timing of the mandatory pit stop shall commence at such time as the green flag is dropped at Start/Finish for the field, once the Black All has been completed. Any cars that have entered the pits under the Black All may remain in the pits but their mandatory pit stop shall not start and no work may occur on those cars until the Green Flag has been dropped on the field. Since the race order shall be the race order for the leader's last Green Flag lap, the field may be re-ordered in the pits during the Black All.
16. If a car is involved in an on track incident, the race is over for that car.

17. Drivers who ignore a Yellow Flag shall be assessed a stop, talk to the National Scrutineer and go penalty.
18. If a driver is assessed a stop and go penalty, the car will be Black Flagged. . The driver shall immediately pull into pit lane after being shown the Black Flag and go directly to the Black Flag impound area and not to his pit area. No work may be done to the car during the pit stop and drivers who ignore the Black Flag shall be assessed a one minute penalty for each Black Flag passed. Black Flag stops may not be used towards the five-minute mandatory time.
19. Mechanical black flag stops may be used as the mandatory five (5) minute stop provided that it is within the allowed pit stop window and is for the full five (5) minutes.
20. Drivers should remember that enduro races are much longer than normally experienced and that they should pace themselves. Drink plenty of liquids, take care of yourself and your equipment and if you find you are making mistakes while driving, pull into the pits. Remember, this is for Fun.

Be Safe and Have Fun!

