



2012

**PCA
CLUB RACING
RULES**

Updated 1/24/12

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Substantive items that are new to the 2012 Rule Book or that have been changed are highlighted. These, however, may not be all of the new or changed items in this Rule Book.

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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.

PARTICIPANT 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). The application and medical forms may be obtained from the PCA National Club Racing Program Coordinator (National Club Racing/CRPC) or from www.PCA.org – Activities – Club Racing – Forms, Rules, Licensing.
2. The fully completed PCA Club Racing License Application, the License Application fee of \$100.00 and a fully completed medical certification and medical history should be submitted to the Club Racing Program Coordinator. After the completion of all requirements, a PCA Club Racing License may be granted and it must be presented at registration at all PCA Club Races along with 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 PCA Club Racing License 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 (see Number 4 below).
 - B. Through attendance and successful completion of the PCA Club Racing School (see Number 5 below).
4. Applicants with an existing competition license with prior competition experience may apply for a PCA Club Racing Provisional License. The PCA Club Racing License Application will require documentation of six (6) completed races (e.g., ‘official’ race results) from the previous twenty four (24) months and a copy of the current racing license. With these requirements fulfilled, the new Provisional License applicant must attend the PCA Club Racing Orientation Meeting at his/her first PCA Club Race. The Provisional License status will be in effect for his/her first four (4) incident free PCA Club Races. Completion of these four (4) incident free races is required within a two year period. Performance will be carefully monitored at these races, and if satisfactory, the Provisional status will be deleted and a Full PCA Club Racing License will be granted.
5. Applicants without an existing competition license and no prior competition experience may apply to attend the PCA Club Racing School (Club Racing School). The PCA Club Racing License 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 education 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 Rookie License applicant will then be permitted to attend the PCA Club Racing School.

Upon successful completion of the PCA Club Racing School, a PCA Club Racing Rookie License may be granted. The Rookie License status will be in effect for his/her first four (4) incident free PCA Club Races (completed at a minimum of two [2] PCA Club Race events). Completion of these four (4) incident free races is required within a two year period. Each Rookie will be required to display a 'rookie' "X" on the rear deck lid or bumper, Performance will be carefully monitored at these races, and if satisfactory, the Rookie status will be deleted, a Full PCA Club Racing License will be granted, and the 'rookie' "X" on the rear deck lid or bumper may be removed.

6. To maintain an active PCA Club Racing License a driver must have a current PCA Membership, be a competitor in good standing, pay the annual PCA Club Racing License Renewal fee, provide a current medical certification and history, and compete successfully in four PCA Club Races within two years. Races in other approved venues may be used to fulfill the last 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 PCA Club Racing Orientation Meeting at the next event entered.
7. PCA Club Racing Licenses will be maintained by the PCA Club Racing Committee. All 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.

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 class room 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 REQUIREMENTS

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. 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.
3. 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.

DRIVER REQUIREMENTS

4. 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.
5. 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.

CAR REQUIREMENTS

6. Any modification not specifically listed is not allowed. In other words, if the rules don't say you can do it - DON'T.
7. 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.

8. Only Porsche manufactured sports cars are eligible.
9. 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.

COMPLIANCE REQUIREMENTS

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. In order to receive a vehicle log book, and at their first race in each subsequent calendar year, drivers are responsible for presenting one fully completed Annual Technical Inspection Form that certifies compliance with the PCA Club Racing Rules, and one fully completed Vehicle Compliance Form. Both of the above forms become part of the vehicle log book. New Forms must also be completed if the vehicle changes class. Both Forms are available at PCA.org/Activities/ClubRacing.
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 a 13 month probation be assessed another sanction, he will be assessed a 13 month suspension.

CAR NUMBER REQUIREMENTS

14. 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.
15. 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.

PCA CLUB RACING SAFETY

GENERAL REQUIREMENTS

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, and that he has the required personal safety equipment. 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. 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. .
4. Reverse gear will not be used in the hot pits.
5. 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.

DRIVER REQUIREMENTS

6. Helmets must be certified in accordance with one of the following standards: SNELL SA2000, SNELL SA2005, Snell SA2010 or SAH2010, FIA 8860-2004, SFI 31.1, or BS6658-85 type A/FR. As of June 1, 2011, Snell SA2000 helmets will no longer be allowed. Helmets certified to specifications other than Snell must be within 10 years of the date of manufacture. 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.
7. Drivers of vehicles without full windshields or running without a top in place (e.g., targas without the top on) are required to have a full face helmet with shield in place at all times while on the track.
8. 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.
9. A one piece approved fire retardant driving suit which meets or exceeds SFI 3.2A/5 or FIA 8856-2000 is required. The suit may meet SFI 3.2A/1 if fire retardant long underwear is also worn. Driving shoes and gloves meeting SFI 3.3/5 or FIA 8856-2000 are required. Fire retardant sox are required. Drivers with mustaches, beards or long hair extending below the helmet must wear a fire retardant balaclava.
10. 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.

CAR REQUIREMENTS

11. 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*. 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.
12. 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.

13. All cars are required to have a dedicated one piece race seat with routing for straps.
14. 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.
15. All cars will be equipped with a seat back brace except as provided in Safety Rule 16 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. Seats constructed with a tube frame require a brace which is secured to the seat frame, not the back of the seat, unless the seat can be used without a brace per Safety Rule 16.
16. 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 seat and seat mount approved under FIA 8855-1999 or 8862-2009. 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.
17. 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.
18. 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*)
19. 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.
20. Sunroofs must remain completely closed. Sunroof operating mechanisms must be electrically or mechanically disabled or disconnected with the sunroof locked in the closed position, and sunroof motors may be removed.
21. 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 10).
22. All cars except GTP class factory built prototypes will have both front 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).
23. Floor mats must be removed.
24. All hubcaps and center caps must be removed.

25. Lugnuts must be steel with engagement at least equal to the diameter of the wheel lug studs.
26. 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.
27. 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.
28. Steering wheels containing wood are prohibited.
29. Tinting of windows is not encouraged and in no case may tinting be any darker than that supplied by the factory.
30. Metal tire valve stems and valve stem caps, or rubber valve stems with metal valve stem caps and valve stem supports, are recommended.
31. 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.
32. 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.
33. Exterior window clips and straps are allowed to ensure retention of the windshield and rear glazing

PCA CLUB RACING FLAGS

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. Cars may not be worked on during black-all flag.

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 CARS - 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.

In certain instances, non-factory parts may be used to replace worn or damaged factory parts, to increase reliability, and to decrease the chances of fluid or debris spills. In addition to those allowed in the specific numbered rules, the following non-factory parts may be used. In no instance shall such parts be allowed if they serve to increase the car’s performance.

- Consumables or parts which can be obtained at general retail outlets for auto parts may be aftermarket parts, including fluids, filters, seals, gaskets, general hardware, belts, hoses, spark plugs and wires, and brake lines.
- Aftermarket bearings and bearing retainers.

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. The heater core for water cooled cars with integrated air conditioning and heat systems 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. The dual mass flywheel on a 964, 968, or 993 may be replaced with a single mass, ferrous material (magnetic) flywheel. Aluminum flywheels with a ferrous wear surface are not allowed. 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.
 - Boxsters, Caymans, 996, 997, and GT3 cars which changed to a single mass flywheel before the publication of the 2011 rules change approval may retain that flywheel during 2011.
- 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.
- R. Pistons, wrist pins, and cylinders may be OEM versions of the factory parts. Aftermarket rings may be used. Aftermarket valves of the factory dimensions and at least equivalent weight may be used. Sodium filled valves may be replaced with solid valves. Aftermarket valve guides may be used as long as the part which protrudes into the port is at least the same size as factory.
- S. Any valve cover may be used.
- T. Aftermarket fuel rails are allowed in front engine cars as long as the stock fuel pressure regulator and damper is used and

fuel pressures are stock

U. 1984 through 1989 911 Carreras may use any ECU/DME and any ECU chip native to US 911 Carreras during those model years.

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. Shock dust covers may be removed if required for clearance as a result of this modification.
- 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 and drive train mounting bushing and vibration absorbing materials are free. Replacement of these materials cannot alter the suspension or drive train 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. No car may enter the track with cord showing on any tire.
- 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. Insulating and radiating plates may be installed between pad and piston.
- B. Brake calipers and rotors must be as supplied by the factory for the year and type of vehicle. 911s which came with the aluminum S caliper may substitute the iron A caliper for pre-1984 911s. Caliper pistons of alternate material are allowed.
- 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.
- H. Rubber brake lines may be replaced with stainless steel braid covered lines.

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.
 - E. Aftermarket transmission gears, mainshafts, ring gears, pinion gears, operating sleeves, and engagement teeth identical to stock factory parts may be used. Synchronizers may be of any material.
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 windshields of appropriate thickness and quality of construction are allowed.
 - F. Seats are free providing minimum weight of vehicle is met.
 - G. Any ballast to meet weight must be placed entirely in the driving compartment and be securely bolted to the chassis.
 - H. Steering wheels and shift knobs are free. Quick release steering wheel hubs are allowed. The steering lock may be disabled or removed.
 - I. 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. Fog lights may be removed. Rear spoilers incorporated into deck lids are allowed.
 - J. Modifications to the underside of the vehicle for the purpose of improving aerodynamics are not allowed.
 - K. All interior finish items except the complete dash (less any portion necessarily removed to accommodate roll cage bars) may be removed. This includes headliners, carpeting, paneling, glove box, consoles, coat hooks, lever boots, and seats other than the front passenger seat. These allowed modifications must conform to the spirit of the PCA Club Racing Program, i.e. be aesthetically pleasing. Additional gauges may be added but the stock dash and its covering must be retained. Radios, speakers, and other stock entertainment or communication systems and components may be removed as long as dash and exterior body holes are covered. The glove box cover may be removed if roll bars interfere with its operation, but the hole must be covered. Original seat belts and retractors may be removed but the front passenger seat must have a minimum three point seat belt.
 - L. Any rear view mirror is allowed.
 - M. Airbags may be removed or disabled.
 - N. Spare tires must be secured or removed.
 - O. Any Porsche factory exterior mirror from a street car is allowed
 - P. Aftermarket reproduction body parts may be used for repair as long as they are of the same material as the factory parts, are identical in configuration, and of the same thickness and weight.
 - Q. The soft top and its mechanisms may be removed from cabriolets to accommodate the roll cage.

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, non-adjustable pressure limiters, 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 – SP 1, SP2 and SP3, SPEC 911 (SP911), SPEC BOXSTER (SPB) and SPEC 996 (SP996)

The Spec Classes are based on racing classes and series for Porsches, some of which 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 six 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. SPB is for Boxsters with engine displacements of 2.5L. SP996 is for 996 C2 coupes with engine displacements of 3.4 and 3.6L.

All six 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 SPB.1.A for additional rules concerning roll cages for Spec Boxsters.

2011 SP1 Class Rules and SP1 Eligible Models

SP1 1983-1988 Porsche 944, Normally Aspirated, 2479 cc, 8-valve engine

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

A 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 to limits listed to achieve the maximum compression ratio of 10.5:1 for all eligible model years. This is intended to provide sufficient allowance to true the head more than once.

- Minimum thickness for installed heads is 0.929in (23.59mm) for 9.5:1 pistons and 0.965in (24.51mm) for 10.2:1 pistons as measured to the surface of the block from the factory reference location as show on factory manual page 15-16a dimension A. This installed measurement includes the head gasket thickness and allowance for some variation of head gasket crush and measurement. The surfaces can be accessed by removing only the intake boot. Tampering with the measurement surfaces in a way that distorts the actual head thickness measurement will be subject to penalties.
- Uninstalled minimum head thickness measurements are as follows 0.891in (22.62mm) for 9.5:1 pistons and 0.927in (23.54mm) for 10.2:1 pistons as measured in factory specified location and assume use of a stock 1.1 mm (.043in) head gasket. Factory repair 1.4mm (0.055in) head gaskets may also be used and their extra thickness must be taken into account if a head is inspected after being removed from the engine. For reference the factory specified head thickness is 24.0mm +/- 0.1 (.945 in +/- .004).

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. Air may be ducted to the air flow meter from any location inside or under the car including the fog light buckets. 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

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. 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 consisting of removing the element between the fog light buckets to enhance cooling is permitted. The backing of fog light buckets may be removed for cooling purposes including, but not limited to oil cooling and brake cooling, and for engine air intake.
- 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 6" x 6" max per side and 1/8" thick added to limit deformation of these points.

SP2 Class Rules and SP2 Eligible Models

SP2 is open to all 924S, 931, and normally aspirated Porsche 944 models which are eligible for PCA Stock Class B, and are allowed additional modifications to improve the handling, power, and lower the weight of these Porsches.

1. General Allowed Modifications

- A. SP2 cars are allowed additional modifications above and beyond the Class B and C rules per one of the three preparation levels (Stock, Prep 1, Prep 2) below, which are intended to equalize the performance potential of many differently prepared cars. The Prep 1 and Prep 2 preparation levels may not be co-mingled. In some cases the SP2 rules are more restrictive than the PCA Stock Class requirements, in which case the SP2 requirements must be met. Updating and backdating by model type in part or entirety is allowed, but partial model conversions must run at the higher weight of the original or converted model.
- B. Minimum Weight
 - 1) The minimum weight including driver is set forth 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.
 - 2) Any ballast to meet weight must be bolted inside the car. Spare tire mounting bracket may not be used.
- C. Tires: Any DOT approved tire is allowed.

2. SP2/Stock

Cars for this preparation level must meet the PCA Stock rules, modified as follows:

- A. The 924S is the only 924 model allowed. It may use flared fenders (which cannot exceed factory 944 fender widths) or any 944 or 951 fender
- B. All Models – Allowed Modifications
 - 1) 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 permanent 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.
 - 2) 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.
 - 3) 944 turbo connecting rods and cylinder heads are allowed for all models.
 - 4) Non-stock mirrors are allowed.
 - 5) Torsion bars may be removed.

- 6) Aftermarket rocker panels not extending more than 1” beyond OEM panels are allowed.
- 7) Lexan windshield, quarter windows and hatch are permitted.
- 8) Parking brake lever, cables, and associated parts may be removed.
- 9) Removal of the car interior, A/C and heating system, head lamps and related parts is allowed. Door window openings may be modified to improve exiting to include leveling the surfaces around the window frame, but this may not extend beyond the exterior of the door.
- 10) The factory splash guard located under the engine may be deleted.
- 11) 944 turbo fenders, nose panel, and headlamp covers may be used on all models. Gaps around the headlight covers may be taped over or permanently filled in with body putty or similar materials.
- 12) Brake bias valves are free but cannot be relocated or adjustable.
- 13) Front control arms may be modified or replaced with updated or aftermarket control arms providing that the mounting locations remain the same as OEM and the end links are not adjustable. Bump steer kits are not permitted.
- 14) Billet aluminum wheel hubs made by Racer’s Edge and Stuttgart Motorsports are permitted.
- 15) For 924 models only, flared fenders or 944 fenders may be used but can’t exceed the factory fender width for a stock 944. The specification for the maximum width as measured at any point of the wheel opening is 68 inches (1727mm) for the front and 68 3/4 inches (1746mm) for the rear. The 924 models can also use a 944 rear factory spoiler.
- 16) Stock rear spoiler must be in place with no modification. Stock 924, 924S and 944 rear spoilers are interchangeable.

C. All Models - Restrictions

- 1) 931 is limited to a maximum boost of 0.47 bar. Must retain factory KLR.
- 2) Shocks are limited to double-adjustable settings and may have remote canisters.
- 3) The manufacturer tire width specification cannot be greater than 10.1 inches.
- 4) Modifications to the underside of the car for the purpose of improving aero effects are not allowed. The factory splash guard located under the engine may be used or deleted. Alternatively a replica in an alternate material may be used that extends from the front of the car back to the front edge of the front wheel opening.

SP2/Stock – Combined Vehicle and Driver Minimum Weights				
Model	Year	PCA Class (Baseline)	Displacement	Min Weight (lb.)
944/924S	83-88	Stock B	2.5 L	2600
	89	Stock B	2.7 L	2750
931	79-82	Stock B	2.0 L	2600

3. SP2/Prep 1

Cars for this preparation level must meet the requirements of SP2/Stock and may make the following additional modifications:

A. Engine

- 1) Any ignition system is permitted; however, the number of spark plugs must remain the same.
- 2) Underdrive pulleys are permitted.
- 3) Lightweight flywheel and pressure plate is permitted

B. Tires and rims: Wheels 2 inches wider than originally supplied and any dot approved tire that does not exceed 10.3 inches per the manufacturer published specs. The combination of tire and rim must fit under the fender.

C. Brakes: Calipers, rotors, brake booster and master cylinders are unrestricted, except the number of master cylinders must be the same as originally equipped. Brake proportioning valves may be used provided that they are of the in-line, pressure limiting type.

D. Transmission / Differential. Any ring and pinion ratio is permitted.

E. Body/Chassis/Interior

- 1) Ducting of exterior body panels and Lexan window for additional cooling provided it does not change size and shape of factory panels.
- 2) Fender flaring is allowed provided the flares do not exceed the factory fender dimension by more than 2 inches.
- 3) Rear wing with a single plane may be added. The maximum wing height is 9” below the level horizontal line at the top of the roof.
- 4) Door handles can be deleted and handle pockets in door filled

SP2/Prep1 – Combined Vehicle and Driver Minimum Weights			
Model	Year	Displacement	Min Weight (lb.)
944/924S	83-88	2.5 L	2750
	89	2.7 L	2900
931	79-82	2.0 L	2750

4. SP2/Prep 2.

Cars for this preparation level must meet the requirements of SP2/Stock and may make the following additional modifications, but are also subject to the following additional restrictions:

A. All Prep 2 Models – Allowed Modifications

- 1) 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.
- 2) .040 over bore is allowed, however factory overbore or exact equivalent pistons must be used. Piston rings are unrestricted.
- 3) Compression may be raised by 0.5 over stock.
- 4) Adjustable fuel pressure regulators are allowed.
- 5) Ring and pinion ratio is free. Transmission gear sets must remain stock.
- 6) Any clutch disk and pressure plate of stock diameter may be used, provided that they are bolted directly to an unmodified stock flywheel.
- 7) Brake proportioning valves may be used, provided they are of the in-line, pressure-limiting type.
- 8) Any ignition system which utilizes the original distributor for spark timing and distribution is permitted. Internal distributor components and distributor cap may be substituted. Any spark plugs and ignition wires may be used. Ignition timing is unrestricted

B. All Prep 2 Models – More restrictive requirements

- 1) Remote reservoir shocks are not allowed, and external shock adjustment is limited to 2-way.
- 2) 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).
- 3) Maximum wheel diameter and width is 7” x 16”
- 4) Antilock braking systems must be disabled.
- 5) The 944 8 valve 2.7L engine is not permitted.

SP2/Prep 2 – Combined Vehicle and Driver Minimum Weights			
Model	Year	Displacement	Min Weight (lb.)
944/924S	83-88	2.5 L	2575

SP3 Class Rules and SP3 Eligible Models

This Class is open to all 944S, 944S2, 951, 951S, and 968’s. Eligible cars are allowed the modifications specified in these class rules and only those modifications. 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. Stock replacement parts may be obtained from sources other than the manufacturer provided they are the exact equivalent of the original parts (OEM equivalent). Any modifications not specifically allowed elsewhere in these class rules are not permitted.

1. Engine

- A. Aftermarket fuel rails and throttle cams are allowed.
- B. 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.
- C. 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.
- D. Pistons are free given that they do not exceed 1mm (0.040”) oversize of the stock nominal bore size (either 100.0mm or 104.0mm, as appropriate for the vehicle) and the related piston compression ratio remains unchanged (S2 is 10.9:1, 944Turbo 8.0:1, and 968 is 11.0:1) and the weight of the piston assembly (piston, pins, and clips) is no more than 4

grams lighter than the stock piston assembly: 710 grams for 944S2, 730 grams for 944 Turbo, and 704 grams for 968. Piston rings are unrestricted.

- E. 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. 944 Turbo connecting rods permitted for all models.
- F. Exhaust systems are free after the exhaust port.
- G. The air filter and air filter housing are free.
- H. Adjustable fuel pressure regulators are allowed.
- I. Aftermarket radiators are allowed but must be installed in the stock locations.
- J. Engine pulley belts may be removed, and underdrive pulleys are allowed.
- K. Any ECU chip may be used.
- L. Turbo boost may not exceed 12.5 psig for all turbo models. Lindsey Racing red Clubgate allowed as a substitute for the stock wastegate.
- M. Any flywheel, clutch disk, and pressure plate of stock diameter may be used.

2. Suspension

- A. Adjustable camber plates are allowed.
- B. Torsion bars may be removed.
- C. Shocks, springs, bushing materials are free. Sway bar sizes and configuration are free but may not be driver-adjustable from the cockpit.
- D. Any bolt-in shock tower brace may be used.
- E. Front control arms may be modified or replaced with updated or aftermarket control arms providing that the mounting locations remain the same as OEM and the end links are not adjustable. Bump steer kits are not permitted.
- F. Bump steer kits are allowed.
- G. Billet aluminum wheel hubs made by Racer's Edge and Stuttgart Motorsports are permitted.

3. Tires and Wheels

- A. Any DOT approved tire is allowed. Sizes are free but must not extend beyond the fenders.
- B. Wheels are free but must not extend beyond the fenders.
- C. Wheel spacers are allowed.

4. Brakes

- A. Parking brake lever, cables and associated parts may be removed.
- B. All brake components are free.

5. Transmission.

- A. Gears are free.
- B. Any limited slip differential (LSD) is allowed.
- C. Locked differentials are prohibited.
- D. Transmission fluid coolers are allowed, providing that they serve no other function than to cool the transmission fluid.
- E. Modification to, or substitution of, the shifter mechanism which reduces the range of motion is allowed.

6. Body – Chassis - Interior

- A. Non-stock mirrors are allowed.
- B. Aftermarket rocker panels not extending more than 1" beyond OEM panels are allowed.
- C. Lexan windshield, quarter windows and hatch are allowed.
- D. Front fenders, doors, engine hood, headlamp covers can be replaced with identical parts of size and shape made of non-stock materials.
- E. Spoilers and air dams are free.
- F. Stock bumpers may be modified or replaced with non OEM material, providing that they are not relocated.
- G. Removal of the car interior, A/C and heating system, head lamps and related parts is allowed.
- H. Ducting of exterior body panels for additional cooling is allowed, provided it does not change size and shape of factory panels.
- I. A rear wing with a single plane may be added. The maximum wing height can be no greater than level with the top of the roof. The stock spoiler and the hatch rubber side trim can be removed.
- J. Aftermarket rocker panels are allowed.

K. Door handles can be deleted and handle pockets in door filled.

7. Minimum Weight

- A. The minimum weight including driver is set forth in the chart below.
- B. Any ballast to meet weight must be safely bolted inside of the car. Spare tire mounting bracket may not be used.

SP3 Combined Vehicle and Driver Minimum Weights for all models				
Model	Year	PCA Class (Baseline)	Displacement	Min Weight (lb.)
944S	All	Stock C	2.5L	2550
944S2	All	Stock E	3.0L	2750
951	All	Stock E	2.5L	2900
951S	All	Stock F	2.5L	3080
968	All	Stock E	3.0L	2900

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. Fiberglass or composite rear fender flares may include most of the rear fender as long as steel remains around the perimeter of the fender. Substitution of other parts is 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 intake manifold from any year and with any fuel injection system, 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. The stock air flow meter is not required to provide control sensing – only an induction airflow pathway. 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 3.2 liter, 95 mm bore. Replica pistons from Rothsport Racing are allowed. Due to required use of 91 or 92 octane fuel, the actual measured compression ratio may not exceed 9.8 to 1.
 - 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

- A. 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.
- B. Differential is free.
- C. Clutch package is free. An unmodified stock flywheel must be used on all transmissions.
- D. Transmission coolers, lubrication, and shift linkage are free.
- E. 915 transmissions must use an 8:31 final drive ratio. G-50 transmissions must use the 9:31 final drive ratio.
- F. The following gear ratios are acceptable in any combination:

	915 Transmission	G-50 Transmission
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

- A. Stock suspension pivot axis must be maintained by all suspension components.
- B. 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.
- C. Front and rear shock absorbers must be the same configuration as stock, maximum 2-way adjustment.
- D. Torsion bar suspension required, front and rear.
- E. Suspension bushings are free. Front camber plate/caster plate design is free.
- F. Stock 911 rear control arms only, 930 rear control arms are not allowed.
- G. Adjustable rear spring plates are free.
- H. Anti-roll bar (sway bar) systems are free.
- I. Alignment settings are free, except track width can only be increased from stock by .25 inches per side. Track width, as measured with standard toe plates, must not exceed 64.5 inches in front and 66.6 inches in the rear.

5. Tires, Wheels and Brakes

- A. Wheels must be 7x16 front and 8x16 rear. Any aftermarket wheel is allowed.
- B. Tires must be Toyo RA1 or R888 225/50-16 front and 245/45-16 rear.
- C. 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.

SPB Class Rules and SPB Eligible Models

Eligible models for SPB 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.
- L. The engine air injection system may be removed.

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.
- D. Transmission oil coolers are allowed.

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 or #48-181440 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 RA1 front 235/40-17 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. Tow 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.
- H. Polycarbonate (Lexan) windshields 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.

SP996 Rules and SP996 Eligible Models

This class is open to all 1999-2001 996 C2 Coupes (3.4 liters) and 2002-2004 996 C2 Coupes (3.6 liters).

1. Engine

- A. General. All engines, their mechanical and electrical components must remain stock. Engine and transmission must remain in their stock locations. Semi.-solid engine and transmission mounts are allowed. X-51 power kits are not allowed. Swapping of engines between models (3.4l & 3.6l) is not permitted.
- B. Cooling System. With the exception of the addition of a third radiator, cooling system is to remain stock. Radiator fans may be direct wired with a switch. Porsche GT3 Third Radiator Kit may be added.

- C. Oil Cooling. The factory oil cooling system must remain stock, except for the following allowed modifications: An external oil cooler is allowed. An X-51 Oil pan is allowed. An oil accumulator (Accusump) is allowed.
- D. Air Filter and Intake. No modifications to the factory engine air inlet or intake system. Drop in factory size/style replacement air filters only. Non-stock cold air intake enhancements are not allowed.
- E. Pulley/Belt System. An under drive crank pulley is allowed, with a minimum 4" diameter. No modification is allowed to: water pump, power steering pump alternator, idler pulleys etc. All must be operable and belt driven.
- F. Computer Engine Management System. The computer engine management system must remain stock. No other engine management system may be added. No aftermarket chips are allowed. No re-mapping or flashing of factory chips is allowed.
- G. Exhaust System. Exhaust manifolds must remain stock. All other components are free. Catalytic converters may be removed.
- H. The battery must be in the stock location and weigh a minimum of 10lbs.

2. Suspension.

- A. All suspension components not otherwise listed must be stock factory parts. All suspension components must be mounted in the unmodified factory original mounting locations. Except where specifically noted, no solid bushings are allowed.
- B. Shock Tower Braces. The welded-in cage may be connected to the top of the rear shock tower. However no other modification of any shock tower is allowed nor are strut braces permitted.
- C. Mounts. Tarett Engineering front and rear monoball camber plates are allowed: Front - 996FSMT, Rear - 996RSMT.
- D. Front Control Arms. Stock or the Porsche Factory adjustable front control arms for the GT3 "Street" model are required.
- E. Springs and Shocks. The JRZ 996 Spec Package is allowed. The Bilstein PSS9 may be used if purchased, installed and raced prior to Jan 1, 2011. All spring and shock systems must mount in the factory original locations.
- F. Sway Bars and drop links.
 - 1) Front: Porsche GT3 part no. 996.343.701.90 or Tarett Engineering 996FSBA sway bar, with droplinks being modified stock or Tarett Engineering 996FDLNK, or Tarett EXTFDLNK. Modified stock means shortening the stock piece 2" for use with a GT3 front sway bar.
 - 2) Rear: GT3 part no. 996.333.701.90 or Tarett Engineering 996RSBA bar and drop link kits with droplinks stock or Tarett Engineering 996RDLNK. No modification is allowed to the mounting points.
- G. Toe Links must be stock or Tarett Engineering part 996TLNK or GT3. A Tarett Engineering LKPLT01 locking plate kit is allowed.
- H. Any ride height is allowed, as long as no metal part of the vehicle touches the ground.

3. Tires and Wheels

- A. BF Goodrich R1 is the primary spec tire. The required sizes are front: 245x40x18 and rear: 285x30x18. Toyo R888s of the same sizes are allowed as rain tires.
- B. 18" rims are required (8" front/10" rear) but may be of any make as long as the track, measured from the outside edge to outside edge of the rims, does not exceed 68.5 inches front and 70" inches rear. Spacers are allowed so long as the track width maximum is not exceeded.
- C. Wheel /tire combined weight must be equal to or greater than 40.5 lbs. for fronts, and 47.6 lbs. for rears.
- D. Steel bolts or lug nuts are required. Hubs may be converted to studs in place of wheel bolts.

4. Brakes

- A. Brake pads are unrestricted.
- B. Steel braided brake lines are allowed.
- C. Brake dust guards may be removed.
- D. The emergency brake, lever, cables, and all associated parts may be removed.
- E. Brake cooling systems are allowed, provided they use only air.. Air may be vented through the front air dam for brake cooling.
- F. Only one-piece stock or stock replacement steel rotors may be used. Solid, drilled, and slotted rotors are allowed.
- G. Brake calipers must remain completely stock and mount in the factory location.

5. Transmission

- A. Transmission must be stock with no modifications. All gear ratios must remain stock. Ring and pinion ratio must remain stock.

- B. Transmission coolers allowed.
- C. Clutch assembly and fly wheel may be stock, or be replaced with the Factory replacement or Sachs 88-3082-736clutch kits and Aasco: 106411-11 lightened flywheel
- D. A limited slip differential is allowed.
- E. Short shift kits are allowed but not recommended. The GT3 shifter and cables are allowed.

6. Body/Chassis/Interior

A. Body

- 1) Air dams and bumpers must be either stock or approved replica units. No carbon fiber is allowed.
- 2) Approved front bumpers: Stock, Getty, or model year-appropriate factory GT3 front bumper.
- 3) Front hood must remain stock.
- 4) Splitters may not extend forward of the front bumper, nor lower than 3" from the bottom of the front bumper.
- 5) The front bumper must be located in the factory position and cannot be moved in any way.
- 6) Model year appropriate factory or factory replacement "Aero Kit" side skirts are allowed.
- 7) A sunroof delete panel or factory steel "non sunroof" skin may be used.
- 8) Rear window and rear quarter windows must be stock in appearance with no venting, but polycarbonate may be substituted for glass in these windows.
- 9) License plates, license plate frames, license plate lights, and insignias and emblems may be removed.
- 10) Hood pins are recommended. Stock hood latches may be disabled or removed.
- 11) All headlights and taillights must remain stock. Headlights may be covered.
- 12) Rear wings may be stock, year appropriate factory Aero wing, or Getty Design 996 Spec Wing and decklid assembly. No carbon fiber is allowed.
- 13) The rear bumper license plate area may be cut out to 27" wide by 7" tall maximum. There may be a tow hook hole of a max size of 6" x 3". No other modifications are permitted.
- 14) The front bumper may be top vented ala GT3 Cup to allow for additional or rerouted heat venting of the radiator.
- 15) No exterior modification of the body is allowed other than venting of the bumper cover.

B. Chassis. Seam welding of the chassis is not allowed.

C. Interior.

- 1) A passenger seat is allowed but not required. The driver seat must be replaced with any seat meeting seat requirements found in the Safety section.
- 2) The factory dashboard instrument pod must remain intact. Additional gauges may be added. Factory navigation systems and airbags may be removed. The lower portion of the dashboard may be removed.
- 3) Steering wheels are free. Quick release steering hubs are allowed.
- 4) The steering wheel lock must be disabled or removed.
- 5) The air conditioning/heating system may be removed.
- 6) All interior items may be removed except where otherwise noted. Both doors may be "gutted," but must retain perimeter frame, hinges, and door latch mechanism. The interior latch may be modified but must work. Factory door beams must remain intact or NASCAR style side intrusion door bars must be added.
- 7) All insulating material may be removed from the interior.
- 8) Data Acquisition and in-car timing equipment is allowed

7. Weight

Minimum weight requirements below must be met at all times. Minimum weight includes driver. Ballast to meet minimum weight must not exceed 100lbs. All ballast must be bolted to the floor of the front passenger foot-well.

1999-2001 3.4 liter: 2850 lbs.

2002-2004 3.6 liter : 3040 lbs.

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 and later 997 Cup Cars

- A. Tires are free in GTC1 and GTC2. All later classes must use Michelin Competition tires. GTC3 and GTC4 shall run 24/64-18 front and 27/68-18 rear. GTC5 shall run 25/64-18 front and 30/68-18 rear.
- 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. The catalytic converters in GTC2 may be replaced with a cat bypass pipe.
- O. GTC2 and GTC3 cars are allowed to replace the pressure-cast aluminum control arms with steel control arms of identical dimensions.
- P. GTC3 cars may replace the Cup clutch with the GT3 RS or metallic GT3 RSR clutch.
- Q. GTC3 and GTC4 may relocate the battery to the passenger footwell in a sealed container. Relocated batteries must be sealed dry cell.
- R. GTC3 may use any 2-way adjustable shock.
- S. 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.
- T. GTC4 may use any of the Porsche-provided exhaust systems.
- U. GTC4 may use any adjustable shock. Remote reservoirs, if used, must be mounted without modification of any stock component.
- V. GTC4 cars may change the brake master cylinders.
- W. Club Racing may specify a tire for use in GTC3, 4, and 5. If such a tire is specified, it is the only tire which may be used. Specification will depend on the result of negotiations between Club Racing and tire companies.
- X. Parts substitution on GTC cars will be allowed when original parts are no longer available, subject to case by case approval by the Technical & Rules Chair. The racer making the request must provide documentation of the search for the correct part and the specifications of the proposed substitute. Approved substitutions will be added to the rules in the following year.

SUPER CLASSES - GTA, GTB, GTP-1 thru GTP-6 and GT-1 thru GT-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 (C) 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.

- C. 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 GTP. For GTA and GT, parts are free, but the suspension must be derived from a type found on some stock version of the bodywork type of the car. Chassis suspension attachments may be moved (as long as the original type of suspension is retained), and links may be modified for static adjustment. Additional suspension pickup points, links, or additional suspension dynamic articulations are prohibited. 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. 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.
- G. 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.

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.

GTA2: 997 factory race cars or cars with 997 GT3/RSR factory race engines. Maximum displacement is 4.0L.

Class GTB

Normally aspirated 996 or 997 (excluding GT3) or Cayman S production street cars modified beyond the requirements for "STOCK"

or “PREPARED. See table in weights section for minimum weights by model and engine. Minimum weights include driver.

GTB1: cars with a maximum displacement of 3.6L.

GTB2: cars with displacement over 3.6L displacement

- A. 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.
- B. 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.
- C. 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 996 or 997 through model year 2009 GT3 Cup wing. Cayman based cars may also use the Cayman Interseries wing. Modifications to the underside of the vehicle for improving aerodynamics are not allowed.
- D. 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:

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

There are 16 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 GT3 with single throttle	165
6 cyl GT3 with six throttle bodies	175
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:

<u>Performance Index</u>	<u>Class</u>
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

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	2779	207	13.43
E	84-86	911 Carrera (Turbo-look)	2799	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	2779	217	12.80
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	97-99	Boxster	2905	201	14.79
E	00-04	Boxster	2929	217	13.50
E	All	Panamera	4030	300	13.43
E	All	Panamera4	4162	300	13.87
E	All	Panamera S Hybrid	5088	380	13.39

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	00-02	Boxster S	3004	250	12.02
F	03-04	Boxster S	3060	260	11.77
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

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
G	09-10	Boxster	3082	255	12.09
G	09 on	Cayman	3082	265	11.63
G	12	Cayman PDK	3148	265	11.83
G	11 on	Boxster	3093	255	12.13
G	11 on	Boxster PDK	3192	255	12.52

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 on	Panamera S	4118	400	10.30
H	10 on	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 on	997 Carrera	3225	345	9.35
I	12	997 Carrera PDK	3236	350	9.25
I	09 on	997 Carrera 4	3391	345	9.83
I	12	997 Carrera 4 PDK	3307	345	10.02
I	09-10	Boxster S	3126	310	10.08
I	11 on	Boxster S	3137	310	10.12
I	12	Boxster S PDK	3192	310	10.30
I	09 on	Cayman S	3126	320	9.77
I	12	Cayman S PDK	3181	320	9.94
I	11 on	Cayman R	3005	330	9.11
I	12	Cayman R PDK	3060	330	9.43
I	10 on	Boxster Spyder	2961	320	9.25
I	12	Boxster Spyder PDK	3016	330	9.27

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 - 11	997 Carrera S	3281	385	8.52

J	12	997 Carrera S	3225	400	8.06
J	12	997 Carrera S PDK	3270	400	8.18
J	09 on	997 Carrera 4S (3.8)	3413	385	8.86
J	12	997 Carrera 4S PDK	3479	385	9.04
J	99-00	911 GT3	3083	360	8.56
J	10 on	Panamera Turbo	4493	500	8.99
J	12	Panamera Turbo S	4548	550	8.20
J	12	997 GTS	3281	408	8.04
J	11 on	997 GTS 4	3413	408	8.37
J	11 on	997 GTS 4 PDK	3479	408	8.53
J	12	997 GTS PDK	3357	408	8.23

K	All	959	3340	450	7.42
K	All	996 GT2	3325	456	7.29
K	All	997 Turbo	3611	500	7.22
K	All	997 Turbo PDK	3666	500	7.33
K	07-09	997 GT3	3181	415	7.67
K	10 on	997 GT3	3225	435	7.41
K	11 on	997 Turbo S	3644	530	6.88

L	All	Carrera GT	3095	612	5.06
L	All	997 GT2	3325	530	6.27
L	All	997 GT3RS	3170	450	7.04
L	All	GT2RS	3225	620	5.20
L	All	GT3RS 4.0	3148	500	6.30

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 in SP2 Rules				
SP3	944S	2.5 liter	2550		
SP3	944S2	3.0 liter	2750		
SP3	951	2.5 liter	2900		
SP3	951S	2.5 liter	3080		
SP3	968	3.0 liter	2900		
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		
SPB	97-99	Boxster, 2.5L, motor M96.20	2650	217	12.21
SP996	99-01	3.4 liter	2850		
SP996	02-04	3.6 liter	3040		

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		
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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 on	997, 3.6L	3100	345	8.99

GTB2	05-08	997S, 3.8L	2850	355	8.03
GTB2	09 on	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 on	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 tubing braces. 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 diagonal (left to right side) tubing brace from one upper side of the main hoop to a floor or unibody lower frame mounting point of a bar member on the other side to obtain the strength benefits of triangulation.. Roll cage/roll bar tubing in the Stock/Prepared Classes must remain within the passenger compartment. The removal of the door 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 additional bar across the door opening below the window level on each side connecting the front and main hoops for side impact protection. 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 at least 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

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

	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

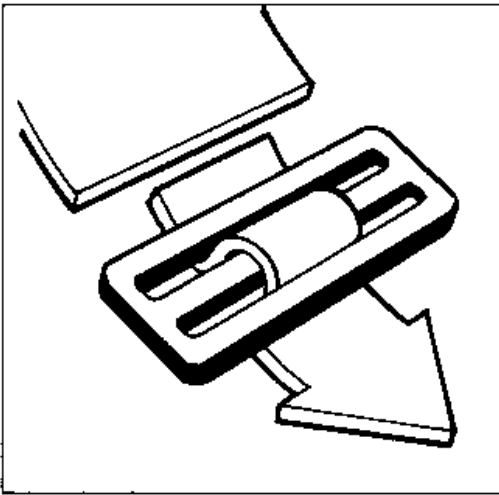
All required tubing must have the following minimum diameters and wall thicknesses:

	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"

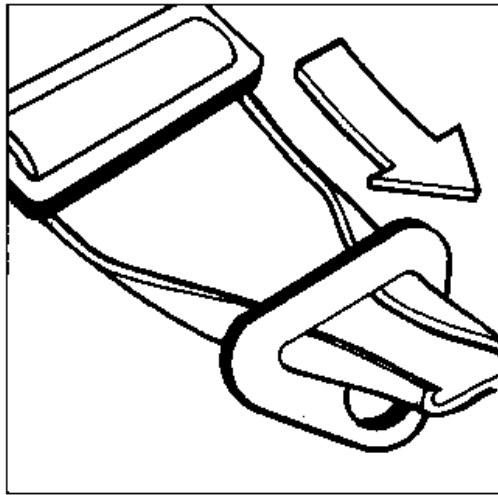
APPENDIX B - SEAT BELT SPECIFICATIONS

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.

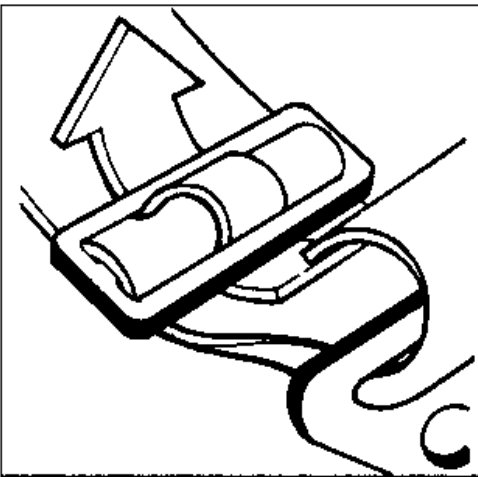
Belts shall be mounted according to these rules and the manufacturer's specifications. The angle of the shoulder harness going back from the driver's shoulders cannot be more than 30 degrees above nor more than 10 degrees below the horizontal plane of the shoulders. Shoulder webbing should attach as 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.



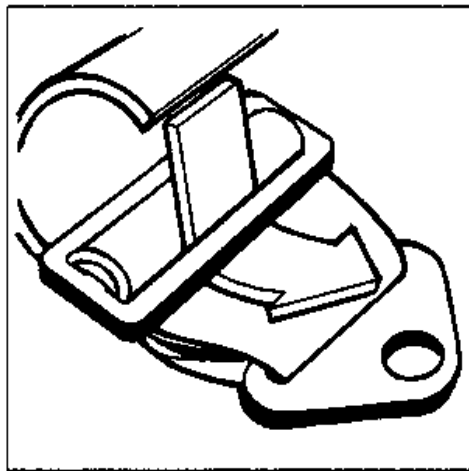
STEP 1: Insert strap through tightening buckle.



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

Courtesy Simpson Racing Products

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, or in the interior where the driver may operate it, and operation effected by a pull wire or rod passing to the outside of the car or by means of an electrically operated toggle switch located on the exterior of the car. The preferred location of the pull device 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 device or toggle switch. It is recommended that the pull device or switch be painted red for visibility. Those vehicles with a permanently mounted switch or pull device in another location will be allowed that alternate location providing the position is clearly marked with the approved decal and the switch or pull device is external to the vehicle and 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 – 2012 ENDURO PROTOCOLS

*Note: The Enduro Race Timing will begin at the green flag or a wave off at the start. 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 35 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 any time. 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 these 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 main field 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 pit stop timing clock shall stop for cars then serving their mandatory pit stop. The Enduro Race Timing shall continue. 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 mandatory pit stop timing 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.

APPENDIX F – STOCK CLASS APPROVED AFTERMARKET PARTS

Approval here means only that the aftermarket parts described are accepted substitutes for stock parts. It is not an endorsement of the parts or their suitability.

944 Front Control Arms:

Fabcar arms

Racer's Edge arms

Charlie arms (spindle may be drilled to accept larger ball stud)

High Strung 44 by Custom Fabrication

(note – there are aftermarket 944 control arms with adjustable end links and these are NOT approved)

944/968 Hubs (both billet aluminum):

Racer's Edge

Stuttgart Motorsports

944 S2, 944 Turbo, 968 Pistons :

J&E

Woessner

(These are forged pistons for 944 S2, 944 Turbo, or 968 rebuilds, either stock size or factory-type overbore for repair. They must maintain stock CR and displacement. There are no approved substitutions for the cast pistons in 944s)

968 Flywheels:

RS Barn 968 single-mass flywheel (in addition to the Porsche parts substitutions in the rules)

944 Turbo Wastegate

Lindsey Racing "Clubgate" (blue top). There's a red top "Dual Port" which isn't legal.

964 RS and 964 Cup ECU Map

Racetek Engineering RS tables for 964 RS and 964 Cup (964 RS ECU no longer available, this reflashes the 964 ECU with the RS tables)

APPENDIX G - SUPPLEMENTAL LIGHTING RULES FOR NIGHT RACES

Cars entered in a night race must comply with the following lighting requirements:

1. Headlights and tail lights are required. Two primary headlights and two tail lights must be as bright as the original factory lights for the car model. The original headlights and tail lights for the car model may be used and no additional lights are required beyond these.
2. Primary headlights must be located on the front of the car, above the bumper and below hood level, and outside of the inner edge of the front tire. Up to two additional driving lights may be located between the primary headlights. Additional lights may not be brighter than the primary headlights. Roof lights are not allowed.
3. Tail lights must be located either as part of the light complex that includes the two primary brake lights or near those brake lights, outside of the inner edge of the rear tire.
4. Excessive glare in the mirrors from overly bright and poorly aimed lights of cars approaching from behind is a significant problem, and all lighting must be adjusted to avoid this. However, adequate headlights are necessary to be able to see the track surface ahead, and tail lights are needed to be seen by cars behind.

Be Safe and Have Fun!