



2017 PCA CLUB RACING RULES

December 15, 2016

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All proposed rules/revisions submissions and comments (between February 1 and November 1) should be sent to www.crrules@pca.org. Substantive items that are new to the 2017 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.



August 16, 2017

Effective immediately: the following is added to Appendix F - Approved Aftermarket Parts, of the 2017 Club Race Rules: "SPC Rods and Pistons: L&N rods 400-986.SPC and L&N pistons 106-996.2.SPC."



2017 July Rules Updates and Corrections

Effective 7/1/2017

SP911

Any 5th gear which is taller than the required 4th gear is allowed.

The minimum weight for the 3.2 liter engines is 2350.

SP1 Class Rules are amended by the following modifications:

Engine:

The Focus 9 Technology 944-Spec DME is allowed. The DME relay may be deleted, or replaced by the Focus 9 Technology DME.

The Lindsey Racing Billet fuel rails system with stock style 10 regulators (p/n LRK-944-FRAIL-Bosch) are allowed.

Suspension:

The Lindsey Racing 3 piece front cross member (Part # LRA-951-XMEM) with stock suspension pick up points is allowed

Ball joint bolt holes may be drilled out to accept larger hardware.

Interior:

Any defroster and blower system may be added, including windshield applied defroster strips, with ducting from the interior or window openings, as long as its sole effect is to demist the windshield.

Stock

The rule that machining for balancing purposes only is allowed was inadvertently left out of the 2017 rules. It is a rule. Balancing means balancing pistons, rods, and cranks to within factory specifications.

GTD

GTD minimum weights per model are:

CS: 3085 CS with balance bar: 3,111 MR: 2994

GTC7

Minimum weight: 2796

Safety

Please note that SFI has found harnesses sold by Ruian Sanlian which bear counterfeit SFI labels stating that the manufacturer certifies that their products meet the applicable SFI Specs. SFI obtained examples of some of these products and determined through testing that they DO NOT meet the performance requirements of the SFI Specification 16.1. Racers using belts by this manufacturer should go to the SFI website (www.sfifoundation.com), which has pictures showing how to distinguish these counterfeit SFI labels from real ones.



May 5, 2017

PCA CLUB RACING ANNOUNCEMENT

New SP911 Advocate:

- We are pleased to announce Robert Murillo as the new SP911 Advocate.

PCA CLUB RACING 2017 RULES CHANGES - **Effective Immediately**

SP911 Class Rules and SP911 Eligible Models:

- Toyo RRs are added as an allowable tire for SP911 in the current front and rear mandatory sizes. The previous dry tire, the R888, is no longer available in both front and rear sizes. Racers may, at least for 2017, use any R888s they may already have if they wish.
- The SP911 gear ratio chart is changed to allow any fifth gear as long as it is a higher gear than the allowed fourth gear for the transmission type.

Appendix D – Window Net Specifications:

- Appendix D is changed to allow the use of straps to attach nets if they are as specified by the manufacturer. Nets which use a metal rod or rectangular metal piece to thread through the base of the net may use nylon or equivalent straps of suitable strength to attach the metal piece to the door bar. Plastic buckles may be used only if provided by the manufacturer of a net which has SFI or FIA certification.

Appendix E – 2017 PCA Club Racing Enduro Protocols:

- Enduro Rule 9 is changed to allow metal fuel containers emptied by a reversible hand crank system and a hose with an "automatic cutoff" gas station style nozzle from the "cold side" of the pit wall. The language specifying how much fuel may be in a hand crank pumped fuel container which remains on the "cold side" of the pit wall is deleted. Such containers must be standard commercially available units (e.g., 7.5 or 15 gallon plastic fuel jugs, or 30 or 50 gallon steel barrels).

Class Weight Tables:

- GTD Club Sport = 3086
- GTD Club Sport MR = 2994

TABLE OF CONTENTS

1 PCA CLUB RACING LICENSING POLICY

- 1 PURPOSE
- 1 PARTICIPANT REQUIREMENTS
- 1 LICENSING PROCEDURES
- 2 CLUB RACING SCHOOL PROCEDURES

3 PCA CLUB RACING PROGRAM

- 2 GENERAL REQUIREMENTS
- 3 DRIVER REQUIREMENTS
- 3 CAR REQUIREMENTS
- 4 COMPLIANCE REQUIREMENTS
- 5 CAR NUMBER REQUIREMENTS

5 PCA CLUB RACING SAFETY

- 5 GENERAL REQUIREMENTS
- 5 DRIVER REQUIREMENTS
- 6 CAR REQUIREMENTS APPLICABLE TO ALL CARS IN ALL CLASSES

9 PCA CLUB RACING FLAGS

9 PCA CLUB RACING PASSING RULES

10 CAR CLASSIFICATION

- 10 STOCK
- 13 PREPARED
- 14 SPEC CLASSES
 - 14 General Rules
 - 15 SP1
 - 18 SP2
 - 20 SP3
 - 22 SP911
 - 24 SPB
 - 27 SP996
 - 29 SPC
 - 31 GTC Carrera Cup
 - 32 General Requirements
 - 32 Multi-Class
 - 32 Single Class
 - 33 GTD
- 33 MODIFIED CLASSES
 - 33 General Requirements
 - 34 GTA
 - 34 GTB
 - 36 GTP
 - 36 GT

38 CLASS WEIGHT TABLES

45 RULES REVIEW PROCEDURES

46 APPENDICES

- 46 A - ROLL CAGE SPECIFICATIONS
- 47 B - SEAT BELT SPECIFICATIONS
- 48 C - ELECTRICAL DISCONNECT SPECIFICATIONS
- 48 D - WINDOW NET SPECIFICATIONS
- 49 E - 2017 ENDURO PROTOCOLS
- 52 F - STOCK CLASS APPROVED AFTERMARKET PARTS
- 53 G - SUPPLEMENTAL LIGHTING RULES FOR NIGHT RACES
- 53 H - 2017 POINTS CHAMPIONSHIP RULES
- 55 I - SEATS WITHOUT A BACK BRACE
- 56 J - FACTORY RIM WIDTHS FOR STOCK AND PREPARED CARS
- 58 K - DATA PORT AND POWER REQUIREMENTS
- 59 L - PCA CLUB RACING CONCUSSION POLICY

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. The minimum age for any driving entrant in a PCA event is eighteen years.
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 <https://www.pca.org/rules-licensing-forms>
2. The fully completed PCA Club Racing License Application, proof of a current PCA Membership, the License Application fee, 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 will 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 current Full competition license with current experience from a recognized road racing sanctioning organization, including NASA, SCCA, POC, IMSA, USCR, BMWCCA or equivalent sanctioning body (no time trial), or any vintage group which is a member of the Vintage Motorsport Council (see Number 4 below). Equivalency is determined by the PCA Club Racing Committee.
 - B. Through attendance and successful completion of the PCA Club Racing School (see Number 5 below).
4. Applicants with a current Full competition license with current competition experience may apply for a PCA Club Racing Provisional License. The PCA Club Racing License Application will require documentation of six completed races (e.g., 'official' race results) from the previous twenty-four months (no 'school' races), and a copy of the current racing license. (Equivalency is determined by the PCA Club Racing Committee.) 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 incident free PCA Club Races (completed at a minimum of two PCA Club Race events). Completion of these four 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 or more days of race track driving training and experience at driver's education events, time trials, race schools or equivalent events within the past 24 months. Six of the required twelve or more days must be with a PCA (or equivalent) driver's education event. Dates, locations, sanctioning body, Chief Instructor, Run Group data, and instruction status (e.g., signed off by instructor after the first two sessions) data and a complete listing of track days shall be provided with the application. (Equivalency is determined by the PCA Club Racing Committee.)
 - B. The applicant must provide a signed certification from a PCA (or equivalent) Chief Instructor. The certification may be submitted as part of the application or as a separate e-mail to the PCA Club Racing Committee and 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 advanced run groups; 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. (Equivalency is determined by the PCA Club Racing Committee.)

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 incident free PCA Club Races (completed at a minimum of two PCA Club Race events). Completion of these four 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 eighteen months. 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 PCA Club Racing School will be approved by application as noted above.
2. PCA 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 PCA 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. The PCA 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. Details of the 2017 Points Championship are found in Appendix H.
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.

DRIVER REQUIREMENTS

1. 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, the procedure for any incident which results in car damage is as follows:
 - A. Any driver involved in an incident:
 - 1) If the car is not running or handling normally or appears to be unsafe the driver must immediately exit the track during the session and must immediately report to the Black Flag Station or
 - 2) If the car is running and handling normally and the driver determines the car to be safe the driver may complete the time on track but must immediately report to the Black Flag Station upon finishing the session.
 - B. After reporting to the Black Flag Station the driver will report to Medical and then to the National Steward.
 - C. The driver will not be allowed on the track until being cleared by the National Steward.
 - D. The Steward may order a black flag for any car that, in his/her opinion, is in an unsafe condition.
 - E. Failure to report to the Black Flag Station will result in a penalty in which timing/scoring will stop the track clock at the time of the incident.
 - F. Any driver who, after having been involved in an incident, fails to report to the Black Flag Station during or at the end of the session or leaves the event without talking to the National Steward, may be presumed to be at fault.
 - G. 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.
 - H. Any driver who is found to be at fault in an incident involving more than his or her car will be:
 - 1) Placed on probation for a 13 month period by the National Steward. That probation period will begin at the time the Steward's decision is made concerning fault in the incident. If the incident was not caused by a gross error in judgment and the driver's attitude is determined by the Steward to be conducive to safe racing, the driver may continue to race in the event. The Steward's decision is final concerning continued participation.
 - 2) If during this probation period the driver is involved in another "at fault" incident, his competition privileges will be immediately suspended for 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
 - I. Any driver who has received a 13/13 must attend the Orientation Meeting at the next race in which they compete.
 - J. Any driver 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 days of the date of the incident. Said request should provide all documentation and/or justification as to why the determination should be reviewed.
2. Only PCA Club Racing Program "licensed" drivers are eligible to register for an event. All competing drivers must be registered for the event and may only compete in the car and in sessions in which they are registered. Violations of this rule will result in the disqualification of all drivers in the registered car.
3. During a qualifying session or race, cars entering the paddock area will be considered retired and will not be allowed to return to the track.

CAR REQUIREMENTS

Any modification not specifically listed is not allowed. In other words, if the rules don't say you can do it - DON'T. The inclusion of prohibitions on certain modifications is to avoid self-serving interpretations, and may not be used to infer that what is not prohibited is allowed.

1. 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.
2. The Club Racing Technical and Rules Committee reserves the right, on one month's electronic or other notice, to alter the published weights of any model in any class as best suits the competition needs of Club Racing.
3. Only Porsche manufactured sports cars are eligible.
4. 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.
5. Every racecar must have a transponder compatible with the PCA Timing & Scoring system installed. The PCA Club racing website has an order form available which specifies the system used.

COMPLIANCE REQUIREMENTS

1. 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.
2. 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.
3. 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 <https://www.pca.org/rules-licensing-forms>. Log books must contain two photographs of the race car, one a 3/4 front view, and one a 3/4 rear view, suitable for attaching inside the 5" x 8" log book.
4. The National Scrutineer may conduct technical inspection of any car at any time during a PCA Club Race event. Upon request of the National Scrutineer, for compliance checking, all entrants shall allow downloading of any data accumulated during the event concerning the car.
5. Cars, other than in the GT1-6 and GTP classes, are required to maintain stock data ports, to add power supplies for Club Racing in-car data systems and other compliance purposes, and for cars without them, to add a cockpit accessible tachometer signal connection. The connector types, sizes, and locations are found in Appendix K. Data from these ports, both on the track and at tech, are used in compliance checking.
6. The vehicle log book must be kept within the cockpit and accessible at impound to the driver or to a scrutineer who is outside the car. 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 Scrutineer (National Scrutineer) 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.
7. Racers, if not willing to reuse existing gaskets or seals, must have replacements on hand so that valve and other engine covers may be removed as needed for rules compliance checking.

CAR NUMBER REQUIREMENTS

1. 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.
2. All cars must have their class displayed front and rear in easily readable characters at least 4 inches high. Modified classes need display only the number and letter after the GT- (for example, "C3". 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.
3. Cars with a PDK transmission must add a "P" after their class designations. GT class cars running slicks (tires not DOT approved) must add an "R" after their class designation. These cars must also add the extra letter to their car's class when registering. This does not create a separate class, but allows administration of the extra weight such cars must have in some classes, and to allow collecting performance data.

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 ensure 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. It is highly recommended that the tow hook not protrude beyond the bumper.
4. Reverse gear may not be used in the hot pits except with the permission and under the supervision of a National official.
5. No one under sixteen years of age is allowed in the hot pit area. Long pants, short sleeve (at a minimum) shirts, and closed shoes are required in the hot pits. Where local rules or the National Steward requires, these restrictions may be applied to a delineated area on the "cold" side of the hot pit inner wall.

DRIVER REQUIREMENTS

1. Helmets must be certified in accordance with one of the following standards: Snell SA2010 or SAH2010, Snell SA2015 or SAH2015, FIA8860-2004, 2010, or its successor, SFI 31.1, or BS6658-85 type A/FR. Helmets certified to specifications other than Snell must be within 10 years of the date of manufacture, or if FIA, expire at the end of the 10th year after the year 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.

2. 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.
3. A head and neck restraint certified as meeting the standards of either SFI 38.1 or FIA 8858 or its successor is required. There is no expiration date for head and neck restraints, but racers should consider replacing straps after five years of use.
4. A one piece approved fire retardant driving suit which meets or exceeds SFI 3.2A/5 or FIA 8856-2000 or its successor is required. The suit may meet SFI 3.2A/1 if fire retardant long underwear is also worn. The display of the PCA Club Racing patch on the driving suit at every PCA Club Race is strongly encouraged. Driving shoes and gloves meeting SFI 3.3/5 or FIA 8856-2000 or its successor are required. Fire retardant sox are required. Drivers with mustaches, beards, or long hair extending below the helmet must wear a fire-retardant balaclava.
5. Drivers of open cars, cabriolets and cars with non-stock, non-metal roofs must use approved arm restraints. This does not apply to stock roofs on Targas, 914's, or factory sunroofs. The arm restraint requirement does not apply to Boxsters equipped with the allowed aftermarket plastic top as long as a custom fabricated roof net, filling the halo area of the roll cage, is installed. Custom fabrication means that a template of the actual roll cage halo area has been sent to a manufacturer of SFI or FIA approved webbing goods, and that the product is appropriately constructed and attached to the halo bars on all four sides with webbing and metal buckles. The use of plastic tie raps, plastic straps or elastic cords is not allowed.

CAR REQUIREMENTS APPLICABLE TO ALL CARS IN ALL CLASSES

1. All cars are required to have a roll cage which conforms in design and materials as given in *Appendix A*. Exceptions to the roll cage requirement are: A) GTP-class factory built prototypes which retain their original safety systems, and B) GT-6 class open-top 356s and rare or historically significant GT-6 class cars as approved by the PCA Club Racing Technical and Rules Committee.
2. At a minimum, 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 of equal or larger capacity may be substituted for a hand held extinguisher, and is strongly recommended, and it should include external actuation in addition to driver actuation, and the external actuation should be on the right side cowl and be identified with the standard fire decal.
3. 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*)
4. All cars are required to have a dedicated one piece race seat with routing for straps.
5. 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.
6. All cars shall be equipped with a seat back brace, except as provided in Safety Rule 17 below, which is mounted securely to the roll cage/bar and rests firmly against the back of the seat. The seat construction must be compatible with the seat back brace and not pose a hazard to the driver. The portion that contacts a metal seat shall be a minimum of twelve square inches and bolted to the metal seat, and larger is suggested. The seat back brace for composite seats must have a minimum of thirty 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.
7. There are two exceptions to the seat back brace requirement:
 - A. If the seat is within 3" of the firewall, a seat back brace is not required but the area between the seat and firewall should be padded with high density foam. At a minimum, all roll cage bars which the seat could contact if it or the

mount fails must have approved roll bar padding, but thirty square inches of padding to prevent concentrated loads from tubes is recommended.

- B. A seat back brace is not required in cars whose seat and mounting system comply with the requirements of Appendix I.
8. 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 and *Appendix B*. Strap material must be replaced no later than five years after the date of manufacture (SFI) or no later than the expiration date on the harness (FIA). Harnesses cannot be mounted to the 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 SFI standard requires seat belt strap material to be replaced every two years based on date of manufacture, but PCA allows five years. The FIA standard allows strap material to be used until an expiration date at the end of the fifth year after the year of manufacture. It is left to the racer's discretion as to whether the strap material should be replaced more frequently than required by PCA.

9. All cars must be equipped with a metal firewall separating the driver compartment from any area exterior to the driver compartment below the level of the window bases (e.g., the engine compartment, the transmission compartment, the fuel tanks, exhausts, or just the ground under the car) capable of preventing the intrusion of fire, fluids, gasses, or debris into the driver compartment. All openings in the firewall, including those created by the allowed removal of stock components, must be closed with a metal cover mechanically fastened over the opening. Adhesives are not mechanical. The fuel sender opening in 924/944/968s must be covered with such a metal cover. Openings in firewalls for tubes and wires, if oversized, must be substantially closed with metal covers or commercial pass throughs, with any remaining small gaps and any holes no larger than 10 mm not closed with metal shall be plugged with high temperature sealants. Drain holes in the floor pan may be open when running in the rain.

Except as specified above, the requirement of metal does not apply to non-metallic parts which are stock, or to replacement of doors with composite doors where allowed by the class rules.

10. 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.
11. 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).
12. Except as otherwise specified, all cars 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*). "Adequate" means that the net covers all portions of the driver's door window opening through which a hand or head of the driver, with the seat in the driving position, is likely to protrude outside the car in a crash. If a window net will adequately prevent the driver's helmet from getting outside the car but not protect hands, the driver may race if arm restraints (both arms) are used in conjunction with the window net.
13. GTP class factory built or recognized prototypes may run with windows "up" in the configuration raced professionally and without a net if that was the rule when raced. GT, GTC3 and higher, or GTA cars may run with plastic side windows in place, with or without a sliding opening panel. For GTA and GTC3 and higher, 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 PCA Club Racing Technical and Rules Committee (no "home-built" windows). Plastic door windows on these cars may be removed for ventilation, but removal of a driver's door window means a complying window net must be used. If a plastic door window is replaced, it may be attached with rivets or other equivalent fasteners, but if so attached on the driver's door, a complying window net must be used.
14. Floor mats must be removed.
15. All hubcaps and center caps must be removed.
16. Lug nuts, lug bolts, and wheel studs must be steel or titanium, with engagement at least equal to the diameter of the thread.

17. 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.
18. 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. Plastic connectors for lines which convey liquids may be replaced with metal connectors.
19. Steering wheels containing wood are prohibited.
20. Tinting of windows is not encouraged and in no case may tinting be any darker than that supplied by the factory.
21. Metal tire valve stems and valve stem caps, or rubber valve stems with metal valve stem caps and valve stem supports, are recommended.
22. Drivers of water-cooled cars should be aware that anti-freeze is a slippery substance and consideration should be given to using water only, a reduced concentration of anti-freeze, or an anti-freeze substitute.
23. Fuel cells are allowed in all classes and strongly recommended for Modified Class cars. When mounted in Stock, Prepared, SPC, GTB, or GTC cars, the fuel cell must be in the stock gas tank location.
24. A single opening (port) dry break filler may be installed in the stock gas cap location under the gas cap door, and modifications may be made to the fuel filler tube leading to the gas tank, and for ancillary equipment required by the system. If a fuel cell is installed, it may include any dry break system attached directly to the fuel cell and accessible only by opening the hood. GT and GTA cars have no limitations on how a dry break is installed on the car or accessed if it is safe.
25. Exterior window clips and straps are allowed to ensure retention of the windshield and rear glazing.
26. The base of the steering knuckle below the strut attachments on 944 and 968 based cars may be machined, modified, gusseted, and otherwise strengthened to integrate the pin which attaches to the spherical bearing in the A arm ball joint into the knuckle, as long as there is no dimensional change between the lower ball joint center and the knuckle attachments, attachment plane, and spindle.
27. All cars not in the GTC class with ABS systems are allowed to install the following modifications:
 - A. A reset switch may be installed.
 - B. The brake booster diameter may be reduced to achieve a 3.5:1 ratio with part number 996.355.923.90, the master cylinder bore may be increased to 27mm with part number 997.355.910.30, or both. This option is only available in models where the changed parts have 996 or 997 part numbers and will directly bolt in without modification.
 - C. PSM may be disabled by disconnecting its multi-pin connector.
28. Cars must have two working brake lights, at least as bright as stock. Corner workers are instructed to notify the National Steward if a car has less than two brake lights on the track. If the car has no brake lights, it will be black flagged. If car has only one brake light while on track, the National Scrutineers will attempt to notify the driver after the session.
29. Cameras or other instrumentation mounted on the exterior or protruding beyond the bodywork must be secured with a tether of suitable strength so that the device, if it has come loose, will have minimal ability to flail around, and in no case will be able to hit a tire or the ground or break the tether.
30. All cars must be equipped with a video recording device capable of recording what is in the driver's forward field of vision, and equipped with a card or other means of showing the video on a computer screen after a session. A second camera or lens pointing backward is highly recommended. It is the driver's responsibility to understand the operation of the device, to ensure that the device is aimed properly, has adequate power and memory to record the session, and that it is turned on when the car leaves the grid.
31. 911s with door window frames may remove the wing window glass and the support upright to its rear.

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 National Scrutineer.

Black: (open - from all corners) - Session is halted. Reduce speed safely, no passing, stop racing. Pull into hot pits and follow directions. No work on cars allowed until flag condition is green during a race. Cars may pull out of line to pit wall but no work on car until green. During PRACTICE may work on car and go to back of field to reenter track.

Red: Pull safely to the side of the track and await directions. Any racer who ignores a Red Flag Condition, continues to race and/or pass other cars may be dismissed from the Event.

Checkered: Finish of session or race.

To qualify as finishing the car must be running on track when the leader crosses the finish line and subsequently cross the finish line timing loop on track or in the hot pit if it is possible at that track. Failure to do so will result in a DNF.

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.

PCA CLUB RACING PASSING RULES

1. The driver attempting a pass has the responsibility to complete a clean pass.
2. The car ahead at turn in has the corner but does not "own" the corner.
3. Everyone must leave racing room.

CAR CLASSIFICATION

STOCK CARS - Classes A thru L

Any vehicle in the stock classes, including prepared vehicles, must have been sold by Porsche to be registered for use on public highways (i.e., not a factory race car), be listed in the Class Weight Tables, and prepared for racing in conformance with the safety provisions of these rules and with only the deletions, substitutions, and additions of parts and modifications from a street legal vehicle allowed below. 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.
- Parts substitution on the stock classes 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.

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. Modifications before the engine side of the air filter box (e.g., aftermarket air filters, modification of the stock air filter cover, omitting the air filter element entirely, ducting air without making openings in tub or bodywork) are allowed.
- B. Stock, for the year, fuel injection must be retained, except carburetors may be substituted for mechanical fuel injection.
- C. Chips are free in pre-OBDII cars, so long as the stock rev limit, and boost control on turbocharged engines, is retained. Electronic fuel injection must retain stock ECU and KLR chip (if applicable), and the OBDII flash may not be altered. 1984 through 1989 911 Carreras may use any ECU/DME native to US 911 Carreras during those model years.
- 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. On turbocharged cars, the manifold and other exhaust piping between the exit of the port on the head and the entrance to the stock turbocharger is part of the exhaust system. All components which serve only to control emissions may be removed, and cars are not required to meet emissions standards, but this does not permit altering electronic programming where chips, flashes, or ECUs must remain stock other than to remove an emissions related CEL.
- F. All air conditioning components may be removed. The heater core for water cooled cars with integrated air conditioning and heat systems may be removed.
- G. Radiators are free in water-cooled cars. Radiators must be installed in the stock location.
- H. 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.
- I. Oil coolers are free.
- J. Baffling of stock dry sump oil tanks or wet sump engine oil pans, and use of an oil pressure accumulator (e.g., Accusump (tm)), to prevent oil starvation is permitted. In addition, M96 and M97 sump-in-block motors (Boxster, Cayman, 996, and 997) may make the following modifications, which may not also serve as a performance advantage: aftermarket oil pump hex drives, replacement of the oil to water cooler with an oil to air cooler and fan, any Porsche internal oil pump, additional oil scavenge pumps with allowance of an electric brake booster, any deep wet sump and baffling, any drain plug, any thermostat, and additional oil filtration.
- K. 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.

- 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. A power steering cooler may be inserted into the power steering system.
- Q. Boxster, Cayman and 997 cars may change all power steering system lines and fittings to -8 or smaller Aeroquip style 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. Damaged or worn 944 and 968 engine blocks/cylinders may be resleeved to the stock ID, and modifications may be made to the block to improve the block to cylinder head seal, but the pistons must remain stock/OEM.
- V. When the bores of the water cooled six cylinder motors with a block rather than a case (Boxsters, Caymans, 996, 997, and later) are beyond factory wear limits or otherwise damaged, they may be resleeved. If the liner is plated with Nikasil, an aftermarket piston of a design and manufacture approved by the PCA Club Racing Technical and Rules Committee may be used. Approval will be given to pistons of the same weight, ring size and location, compatibility with the stock rods, piston crown shape offering no flow advantage, and compression ratio no greater than stock, along with a reasonable means of identifying the parts as approved by borescope if feasible and parts invoices. Approvals will be added to the rules in the following year. This approval applies to Stock/Prepared, SP996, SPB, SPC, and GTB.

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 in the same location and use the same pick-up points as supplied by the factory, with no limits on adjustability or location of the reservoir. Electronically adjustable shocks are only allowed on models so equipped from the factory, and those must remain stock. Only the stock electronically adjustable shocks may be adjusted, using the factory switch, by the seated driver. If a hose passes through an inner fenderwell to accommodate an external reservoir, a bulkhead fitting or tight rubber grommet must be used to seal the hole.
- 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.
- G. Spring type must remain as supplied by the factory.
- H. Spring rates are free, but torsion bars must be of stock length, with their ends fixed only in the stock locations, and able to rotate freely within the stock torsion tubes.
- I. Sway bar sizes and configuration are free but may not be cockpit adjustable by the driver.
- 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. Braces between the front shock towers are allowed as long as they bolt in to existing suspension or other fasteners, or otherwise unused holes in the stock tub, or rest unattached on a bulkhead in the vertical plane of the shock towers, and may also extend diagonally forward from the shock towers, but may not extend to the rear of the shock towers.
- 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.
- R. McPherson strut spindles may be gusseted to the strut.
- S. Aftermarket 2-piece lower control arms are allowed on the 996/997/Boxster/Cayman as long as camber is not adjusted to exceed what can be achieved with the allowed GT3 part.

3. Tires and Wheels

- A. Any DOT (or its European equivalent) approved, nationally marketed, generally available tire which is allowed on public roads is allowed, even if it is a “road race version” and its manufacturer does not recommend its use on public highways. “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. Wheel width may be no more than one inch wider than originally supplied wheel. 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. Models whose widest original rim was less than six inches will be considered to have been originally supplied with six inch rims for the purposes of this rule. See Appendix J for a nearly complete listing of original widths.

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. The PCCB option is treated as a Prepared change.
- C. Grooving/slotting/cross drilling of rotors is allowed.
- D. Ducting of air to brakes is allowed. Blower motors may be installed to pump air to brakes. Water may not be used to cool brakes.
- E. Removal of dust shields (backing plates) is allowed. Openings in hubs may be blocked.
- 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.
- I. 914s may use aftermarket rear brake bias adjusters and relocate them to more convenient position for bleeding as long as they cannot be adjusted by the driver while driving.

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. The shifter console may be raised.
- 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. 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. 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.
- B. 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.

- C. Ducts mounted through the bumper for fender-mounted oil coolers are allowed; headlight buckets must be retained and body panels cannot be cut.
- D. Lexan windshields of appropriate thickness and quality of construction are allowed.
- E. Seats are free as long as the driver's seat meets the safety requirements. The passenger seat may be removed.
- F. Any ballast to meet weight must be placed entirely in the driving compartment and be securely bolted to the chassis.
- G. Steering wheels and shift knobs are free. Quick release steering wheel hubs are allowed. The steering lock may be disabled or removed.
- H. Spoilers and bumpers/air dams are free providing they do not exceed maximum factory body width by any amount, maximum factory body length by more than 1 inch, or maximum spoiler height of the vehicle by more than 6 inches. Turn signals, headlights, parking lights and tail lights must be retained in any bumper replacement. Fog lights may be removed. Rear spoilers incorporated into deck lids are allowed.
- I. Factory Aerokit wings are treated as a prepared change.
- 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 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.
- L. Any interior rear view mirror is allowed. Any factory exterior mirror from a street car is allowed.
- M. Airbags may be removed or disabled.
- N. Spare tires must be secured or removed.
- O. The soft top and its mechanisms may be removed from cabriolets to accommodate the roll cage.
- P. Boxsters may run with no top, with the factory hard top, or with an aftermarket fiberglass hardtop replica secured to the roll cage. If the replica top is used, the rear window may be lexan of stock configuration with no venting.
- Q. Factory installed rollover protection may be removed to facilitate installation of a roll cage (e.g., Boxster, 911 cabriolet pop-ups).
- R. Brake and clutch pedal covers may be removed, and material may be attached to the pedals to alter their height and width. Accelerator pedals are free.
- S. Headlights may be removed but the opening must be covered.

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, 991s. 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 modified class based on modified 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. ECU (DME) may be reprogrammed or reflashed, but this 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.
 - C. McPherson strut spindles may be raised.
 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), SPEC 996 (SP996) and SPEC CAYMAN (SPC)

The Spec Classes are more limited in the number of models in a class, and differ on the modifications allowed, than the Stock/Prepared letter classes. There are seven 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. SPC is for the 06-08 Cayman S.

All seven 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:** Only those modifications specified for each Spec Class are allowed.
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.
5. SP1, 2, and 3 cars are eligible to compete in the 944 Cup championships, both national and regional. Details of these championships are found on the Club Race website. All cars in these three classes must run the approved windscreen banner. The banners specific to each class may be purchased using the forms listed on the Club Racing website.

6. Other venues have rules similar to SP1, SPB, and SP911. The PCA rules for allowed modifications are generally congruent with these other sets of rules, but racers who are considering racing with those venues should examine both sets of rules to avoid anything not allowed in one or the other sets of rules.

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

An SP1 car may be built from any year chassis in the eligible models as well as 1987-1988 944S and 1989 944. All components must conform to the list of eligible models and the allowed modifications. Aftermarket parts designed and sold as direct replacements for stock Porsche original equipment (OE) parts with no change in performance or weight may be used, except where genuine Porsche OE parts are specified in the rules.

1. 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 floor pan may be reinforced to ensure secure mounting. Parts of significant weight which are allowed to be removed but are not will be considered ballast, as will substitute parts which are significantly heavier than stock.
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 normally aspirated 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 normally aspirated eight-valve engines only. Engines with the 9.5 compression ratio may use a two degree offset camshaft key.
 - 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. The upper radiator ducting is free.
 - 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. Internal crank galleys may be enlarged up to 0.395”.
 - 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.
 - 944 turbo valve springs are allowed.

- Brackets to keep the oil pan gasket in place are allowed.
- The crankcase breather may terminate in a catch can.

- 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 the stock location, or from either the turn signal or fog light buckets, which must retain the stock opening dimensions. 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 as well as the idle stabilization valve and the auxiliary air valve 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.
- E. 944 turbo half shafts and CV joints may be used.
- F. Single mounts found on later cars may have gaps filled with urethane.
- G. A transmission oil cooler and oil pump is allowed, and they may be external to the transmission.
- H. Only the following limited modifications from OEM are allowed to the shift linkage:
 - 1) The shift lever may be the Only944.com 944 Shifter.
 - 2) The shift linkage locating arms may be Only944.com 944SLA
 - 3) The shift lever may be modified to accept any shift knob so long as its overall length does not change.
 - 4) All shift linkage components may be modified to remove play as long as there is no change in the geometry.

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 or RR, 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 system, including the brake lever, cables, and all 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 and the horn bracket may be removed for cooling purposes including, but not limited to, oil cooling and brake cooling, and for engine air intake. Ducting air to the intake system or for cooling through openings created in external body panels is not allowed. Holes in the unibody for these purposes must be the minimum needed for the purpose, may not weaken the unibody, and may serve no other function.
- 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.
- K. Floor pans may be reinforced to strengthen the driver's seat mount.

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. Lexan may replace the quarter windows, ducts for cooling only may be molded into or penetrate these windows, but the factory window gasket must be used to retain these windows. The rear hatch must remain stock glass.
- H. Unused wiring, brackets, nuts, bolts, studs, and the fuse box 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 PCA Stock Class B rules per one of the two preparation levels (Stock or Prep) below, which are intended to equalize the performance potential of many differently prepared cars. 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. Replacement parts may be obtained from sources other than OEM, provided they are exact equivalents of the OEM parts.
- B. Minimum Weight
 - 1) The minimum weight in the Class Weight Table may be met by the removal of the parts allowed below, and related parts.
 - 2) Any ballast to make the minimum weight must be bolted inside the car, and the spare tire mounting bracket may not be used as a mount
- 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. Engine

- 1) Non-OEM DME chips in the stock DME are allowed. 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) Cylinder head and upper end of block may be milled and head gasket used that will bring compression ratio to achieve the maximum compression ratio of 10.6:1 for all 2.5L motors and 10.9:1 for all 2.7L motors. An offset key may not be used to adjust cam timing.
- 4) 944 turbo connecting rods and cylinder heads are allowed for all models. Racer's Edge approved 840 gram replacement turbo connecting rods may be substituted.
- 5) Pulley belts and related parts may be removed.
- 6) Balancing and "blueprinting" of the engine assembly is permitted. Lightening of parts beyond the minimum material removal necessary to balance is prohibited. Engines may be bored to a maximum of .040 inch over standard bore size. Aftermarket pistons are allowed as long as they are identical in design and specification. Factory oversize replacement pistons or their exact equivalent can be used. Cast or forged equivalent pistons shall provide the same dome/dish/valve relief configuration, and spacing, pin height relationship, weight, and compression ratio as factory replacement oversize pistons. Piston rings are unrestricted. The application or use of any painting, coating, plating, or impregnating substance (i.e. anti-friction, thermal barrier, oil shedding coatings, chrome, anodizing, etc.) to any internal engine surface, including intake manifold internal surface, is permitted. Engine bore sleeving is permitted.
- 7) Truing of cylinder heads with compensating head gasket is allowed, as long as the compression limit is not exceeded.

B. Suspension

- 1) Adjustable camber plates are allowed.
- 2) Torsion bars may be removed.
- 3) Brake bias valves are free but cannot be relocated or adjustable. Front control arms may be modified or replaced with updated or aftermarket control arms providing that the mounting locations remain the same as OEM. End links and ball joints cannot be adjustable. Bump steer kits are not permitted.
- 4) Billet aluminum wheel hubs made by Racer's Edge and Stuttgart Motorsports are permitted.
- 5) Shocks are limited to double-adjustable settings and may have remote canisters.

C. Tires and Wheels

- 1) Rims no wider than 9".
- 2) The manufacturer tire section width cannot exceed 245mm as indicated on the sidewall by the manufacturer.

D. Brakes: Parking brake lever, cables, and associated parts may be removed.

E. Body/Chassis/Interior

- 1) Non-stock mirrors are allowed and passenger side mirrors may be removed.
- 2) Aftermarket rocker panels not extending more than 1" beyond OEM panels are allowed.
- 3) Lexan windshield, quarter windows and hatch are permitted.
- 4) Removal of the car interior, A/C and heating system, head lamps and related parts is allowed.
- 5) 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.
- 6) The factory splash guard located under the engine may be deleted.
- 7) 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.

- 8) For 924S and 931 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.
- 9) Stock rear spoiler must be in place with no modification. Stock 924, 924S and 944 rear spoilers are interchangeable.
- 10) Sheet metal modifications in the rear deck, trunk and spare tire compartment are allowed for installation of a fuel cell or to the spare tire compartment to facilitate removal and installation of transmission. The welding of flat metal for repair of chassis cracks is permitted. Impact absorbing material may be added between the fuel tank and the rear of the car for the purpose of protecting the fuel tank in a rear end collision. Added material may not connect with roll cage components or otherwise provide chassis stiffening beyond the repair of worn or weakened areas. Welded metal cannot be used for ballast.
- 11) 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. Inner fender liners may be removed.

3. SP2/Prep

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

- 1) Rims no wider than 10", and any dot approved tire that does not exceed the section width of 275mm as indicated on the sidewall by the manufacturer.
- 2) The combination of tire and rim must fit under the fender.

C. Brakes

- 1) -Calipers, rotors, brake booster and master cylinders are unrestricted, except the number of master cylinders must be the same as originally equipped.
- 2) -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) A fiberglass nose panel with open or filled headlight panels is permitted.
- 3) Fender flaring is allowed. Maximum width as measured at any point of the wheel opening is 70 inches for the front and 70 3/4 inches for the rear.
- 4) The existing factory spoiler can be extended up 6 inches from the highest point of the factory spoiler and no wider than the stock spoiler. Rearward brackets or braces can be used to support the spoiler extension. The spoiler extension can be made of any material. -The factory spoiler is only comprised of the rear section of the spoiler, and does not include the rubber trim pieces that extend up the side of the glass hatch. The rubber trim pieces cannot be modified. A stock 968 spoiler or aftermarket replica can be used. End plates are not permitted.
- 5) Door handles can be deleted and handle pockets in door filled.

SP3 Class Rules and SP3 Eligible Models

This Class is open to the following models: 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 for a specific model type in part or entirety is allowed, with no adjustment for weight. A legal engine from any SP3 model can be installed in any legal SP3 chassis. For cars not using their original engine type, the minimum weight is based on the engine used, which must be indicated in the logbook. 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: The engine must be as delivered from the factory, with no modifications after the air filter box or before the exhaust headers except as listed below:
 - A. Aftermarket fuel rails and throttle cams are allowed.
 - B. Oil pans, pan baffles, scrapers, windage trays, pickups, coolers, 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. Any ignition trigger which uses a standard distributor with stock style cap and rotor to deliver the charge to the appropriate cylinder is permitted. Spark plug wires are free.
 - 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. Truing of cylinder heads with compensating head gasket is allowed, as long as the compression limit listed here is not exceeded. Valve springs, retainers, and keepers are free.
 - F. Exhaust systems are free after the exhaust port. On turbocharged engines, the manifold and other exhaust piping between the exit of the port on the head and the entrance to the stock turbocharger is part of the free exhaust system.
 - 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 psi for all turbo models. Lindsey Racing blue Clubgate allowed as a substitute for the stock wastegate. Turbo models must retain the stock KLR chip.
 - M. Any flywheel, clutch disk, and pressure plate of stock diameter may be used.
 - N. The 944S model may change the camshafts to an aftermarket part which is open to any lobe profile but must retain the hydraulic followers, which can be aftermarket. Also, the 944S model may use the 944 S2 intake manifold.
 - O. 944 turbo connecting rods and cylinder heads are allowed for all models. Racer's Edge approved 840 gram replacement turbo connecting rods may be substituted.
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.
 - 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, provided the section width indicated on the sidewall by the manufacturer does not exceed 305mm. Tires must not extend beyond the fenders.
 - B. Wheels are free but must not exceed 12 inches in width.
 - C. Wheel spacers are allowed but may not exceed 1.5 inches
4. Brakes
 - A. Parking brake lever, cables and associated parts may be removed.
 - B. All brake components are free, but rotors must be metal.

- C. Ducting of air to rotors is allowed. Blower motors may be installed to pump air to rotors. Water may not be used to cool brakes. Removal of dust shields (backing plates) is allowed.
5. Transmission.
- A. Gears are free. The 944S, 944S2, 951, and 951S transmissions may be used in any model in SP3. The 968 six speed transmission may only be used with a 968 motor at 968 weight.
 - 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 and passenger side mirrors may be removed.
 - 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. Fenders can be flared or widened using any material but the overall width of the car cannot exceed 74.5 inches.
 - 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 and do not diminish the safety of the car. Impact absorbing material may be positioned between the fuel tank and rear of the car.
 - 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, no wider than 68 and 3/4 inches, or extend beyond the taillights by more than 6 inches. End plates and uprights are inherent parts of the wing, and as such are included in measuring the wing for compliance. 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.
 - L. Roll cages must be entirely within the passenger compartment, with no extensions through firewall.
 - M. Sheet metal modifications in the rear deck, trunk and spare tire compartment are allowed for installation of a fuel cell or to the spare tire compartment to facilitate removal and installation of transmission. The welding of flat metal for repair of chassis cracks is permitted. Added material may not connect with roll cage components or otherwise provide chassis stiffening beyond the repair of worn or weakened areas. Welded metal cannot be used for ballast.
7. Ballast: Any ballast to meet weight must be safely bolted inside of the car. Spare tire mounting bracket may not be used.

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. PCA Club Racing will honor prior written approvals of modifications not listed here by the sanctioning body from which these rules originated.

1. Chassis, Body and Interior
- A. Any Porsche 911 chassis up to 1989 is allowed except for turbo or turbo-look body shell.
 - B. 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.
 - C. 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.

- D. 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.
- E. Any front air dam may be used as long as it does not extend forward of the stock front bumper (excluding bumperettes).
- F. Interior modifications are free.
- G. Electrical system and instrumentation is free.
- H. External lights, including brake lights, are free, but at least two brake lights must be in the stock fender locations and at least as visible as stock lights.

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. The 3.2 liter motors may increase the primary tube size up to 1.625" OD.
- 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 low butterfly 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). Slide valve intakes are prohibited.
 - 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 low butterfly 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 (e.g. TWM, Jenvey, etc.), 3.6 intake manifold from 1989-1995 911 with any throttle body(s). Slide valve intakes are prohibited.
 - 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 with a tub with VIN from those years and the 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.

1. Safety, Chassis and Ballast

- 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. The factory rollover protective bars behind the seats may be removed to facilitate roll cage installation.
- B. Arm restraints are required for drivers of cars with aftermarket hardtops.
- C. Ballast may not exceed 75 lbs., with a maximum of 25 lbs. bolted to the floor of the passenger foot well and the remainder secured behind the driver's seat.
- D. Battery minimum weight is 10 lbs., must be in stock location.



- E. Seam welding of the chassis is not allowed.
- F. A fuel cell is 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. The exhaust system may be wrapped.
- 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.
- M. Power steering coolers are allowed.
- N. Semi-solid engine and transmission mounts may be replaced with WEVO semi-solid mounts. This does not allow relocation of the mounts, or use of solid mounts

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. The shifter console may be raised, and aftermarket shift cables may be used, but 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. Except as otherwise allowed, all bushings must remain stock (e.g., no replacing the rubber in a bush with urethane or a spherical bearing). Porsche GT3 (street) adjustable A-arms are allowed.
- D. Springs must be stock or can be changed to 450 lb. front and 500 lb. rear, or 500 lb. front and 450 lb. rear, but must be one of these three allowed configurations (i.e., you cannot run a square spring setup).
- E. Bilstein PSS9 shocks, part #F4-GM5-8847-H0or #48-181440 with stock valving are required. Shocks cannot be cockpit-adjustable.
- F. Sway bars, drop links and toe links may be stock or changed to the following:
 - Front sway bar: Porsche street GT3, H&R 70779, or Engineering Tarett #996FSBK.
 - 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, or any similar rear toe link as long as it does not alter suspension geometry beyond being longer and does not function differently than either of the other allowed toe links
- G. 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.

- H. 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)
- I. Wheel spacers are allowed only for 17 x 8.5 inch front wheels for fender and fenderwell clearance.
- J. Tires: Toyo RR front 235/40-17 or 255/40-17; rear 255/40-17. Toyo RA-1s may be used as rain tires.
- K. Aftermarket locking plates may be used on all suspension adjustment eccentrics.

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, including replicas:
 - 986 stock or stock with cutout for additional radiator
 - 986 Boxster S
 - 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 cover, license plate area may be cut out to 27" wide by 7" tall maximum. Tow hook hole maximum 6" x 3". The rear metal bumper may be removed, and a steel reinforcement added in its place.
- 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.
- I. If hood pins are installed, stock hood latches may be removed or disabled.
- J. The windshield wiper arms and blades may be removed.
- K. All cars must display four approved TOYO decals. One must be displayed on the quarter panel/fender near each wheel well.

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. Steering wheels are free, and quick release wheel hubs are allowed.
- E. Shift knobs are free.
- F. Any inside rear view mirror is allowed.
- G. The immobilizer box may be relocated inside the driver's compartment.
- H. The driver's footwell fuse panel may be relocated inside the driver's compartment.
- I. 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 Packages RS (NLA) or RS Two are allowed. The Motion Control 2WNR (2-way non-remote) is allowed as an alternative shock. 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. Hoosier Sports Car D.O.T. Radial Wet (H2O) P245/40R18 front*, P275/35R18 rear are allowed as rain tires. Toyo R888s previously allowed (front: 245x40x18 and rear: 285x30x18) are allowed as rain tires until the end of 2017.
*A Hoosier radial Wet (H2O) P245/35R18 front, if purchased before July 16, 2015, may continue to be used in the wet until the end of 2017.
- 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 " 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 lbs. for fronts, and 46 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. The approved Getty Design 996 Spec Wing may be raised four inches to gain better rear vision, but may not otherwise be altered or repositioned. No carbon fiber is allowed. A Gurney flap on the Getty Design 996 Spec wing with a height not to exceed 1" is allowed. The "optional top scoop" on the Getty design 996 Spec wing is no longer 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. Ballast: Ballast to meet minimum weight must not exceed 100lbs. All ballast must be bolted to the floor of the front passenger foot-well.

SPC Class Rules and SPC Eligible Models

This class is open to 2006 through 2008 Cayman S (3.4 liter) cars. As long as the proper S engine and transmission are installed, the non-S (2.9 liter model) chassis from 2007 and 2008 may be used. Modifications to the street version, as delivered in the United States or Canada for initial sale, are allowed only where specified below. The inclusion of prohibitions on certain modifications is to avoid self-serving interpretations, and may not be used to infer that what is not prohibited is allowed.

1. Engine

- A. General. The mechanical and electrical components of the engine and transmission must remain stock and in their stock locations.
- B. Cooling System. With the exception of the addition of a Tiptronic third radiator kit or a similarly vented and located third radiator, the cooling system must remain stock. Radiator fans may be direct wired with a switch, and one of them may be removed.
- C. Oiling System. The factory oil and oil cooling system must remain stock, except an external oil cooler, an X-51 oil plate, an aftermarket sump extension or sump pan, a Porsche Motorsport oil/air separator, and an oil accumulator (e.g., Accusump) may be added.
- D. Power Steering Cooling. Power steering fluid cooling is free, and a larger cooler is highly recommended.
- E. Air Filter and Intake. No modifications to the factory engine air inlet or intake system. Drop in factory size/style replacement air filter elements are allowed. Non-stock cold air intake enhancements are not allowed.
- F. Pulley/Belt System. An under drive crank pulley is allowed, with a minimum 4" diameter. No modification is allowed to: water pump, alternator, or power steering. The air conditioning pump may be disabled or removed. All must be operable and belt driven, but belt length is free.
- G. Computer Engine Management System. The ECU and the flash of the computer engine management system must remain stock, but may be dealer reflashed and the appropriate switch installed to include sport mode in cars without it.
- H. Exhaust System. Exhaust manifolds must remain stock, but the tailpipe beyond the manifold assembly flange is free as long as the twin exhausts emerge in the stock location at the rear. Modifications can be made to exhaust sensors to prevent a check engine light from coming on as a result of exhaust changes.
- I. Fuel and exhaust emissions control systems may be removed, blocked, or modified so long as no performance advantage (other than less weight) may be achieved in so doing.
- J. The battery must be in the stock location and weigh a minimum of 10lbs.
- K. Semi-solid engine mounts are allowed.
- L. "De-snorkeling" by removing the baffle restrictor plate in front of the air intake before the air filter is allowed.
- M. The engine air injection system may be removed.

2. Suspension.

- A. All suspension components not otherwise listed must be stock factory parts. Stock Cayman 2006-8 suspension parts may be used in lieu of permitted other parts. All suspension components must be mounted in the unmodified factory original mounting locations. Except where specifically noted or a part is listed as free, no solid bushings are allowed.
- B. Shock Tower Braces. The welded-in cage may be connected longitudinally to the tops of the rear shock towers. No other modification of any shock tower is allowed nor are strut braces permitted.
- C. Rear Subframe. A bolt-on cross tie bar connecting the rear suspension subframe sides is allowed.
- D. Lower Control Arms. Porsche Factory shim adjustable front outer control arms for the 996 GT3 [PNs 996 341 121 90 and 996 341 122 90] are allowed front and rear. The inner control arm piece is free. Radius rod (thrust arm) rubber mounts for the rear suspension may be replaced with non-adjustable solid mounts with the attachment bolt centered.
- E. Front radius rods (thrust arms) must be stock 986, 987, or street 996 parts. Spacers may be used to adapt stock 987 radius rods for use with the specified 996 control arms.

- F. The rear toe (track bar) links are free, and may include bump steer adjustment.
- G. Aftermarket locking plates may be used on all suspension adjustment eccentrics.
- H. Springs and Shocks. Shocks and springs must be the JRZ 100S 001 987 SP 1500 Package with topmounts and linear springs as made for SPC. All spring and shock systems must mount in the factory original locations.
- I. Front sway bars may be stock, or 997 GT3 five way 27mm bars, or Tarett PN 997FSBK-GTS, or TPC 986/987 stage one. Rear sway bars may be stock, or Tarett PN 986RSBK-GTS, or TPC 986/987 stage one. The Club Racing Rules Committee may approve sway bars of other manufacture as long as they mount in the stock locations and have spring rates which fall within the rates represented by the parts listed here.
- J. Sway bar drop links are free.
- K. Any ride height is allowed, as long as no part of the vehicle other than the tire patch touches the ground.
- L. The stability management system may be altered by disconnecting or switching sensors.

3. Tires and Wheels

- A. Toyo RS1 is the primary spec tire. The required sizes are front 245/640R18, rear 285/650R18. Toyo R888s are allowed as rain tires: 225/40ZR18 fronts, 275/35ZR18 rears, and may be sipped. In the alternative, any Toyo street tire in a size which fits the allowed rims may be used as a rain tire.
- B. The required rims are 18x9 front and 18x10 rear or narrower. Wheel /tire combined weight must be equal or exceed 40 lbs. for fronts, and 46 lbs. for rears.
- C. Hubs may be converted to studs in place of wheel bolts.
- D. The tread at the top of the tire may not extend out beyond the fender arch above it.

4. Brakes

- A. Brake pads are unrestricted. Insulating and heat dissipating backing plates are allowed.
- B. Steel braided brake lines are allowed.
- C. Brake dust guards may be removed. Ducts, scoops, deflectors, vanes, block-off plates, and other systems within the bodywork to direct cooling air to the brake rotors are allowed.
- D. Brake cooling systems are allowed, provided they use only air. The fog lights may be removed and the openings used for brake cooling, but additional exterior bodywork openings are not allowed. Modifications to existing air channels inside the bodywork to duct air for brake cooling are allowed.
- E. One-piece or two-piece steel rotors may be used if dimensionally the same as stock. Drilled and slotted rotors are allowed.
- F. Brake calipers must remain completely stock and mount in the factory location.
- G. The emergency brake, lever, cables, and all associated parts may be removed.
(Note that overall safety provisions of these rules allow certain modifications to the braking system to reduce issues caused by the ABS in a racing environment.)

5. Transmission

- A. Transmission must be stock with no modifications. All gear ratios must remain stock. Ring and pinion ratio must remain stock.
- B. A separate pump, cooler, and fittings for transmission cooling is allowed.
- C. Clutch assembly and fly wheel may be stock, or be replaced with the Factory replacement or Sachs 88-3082-999-754 clutch, Sachs clutch disc 88-1861-000-017 kits and lightened flywheel Aasco PN 106412-11 or Clutch Masters FW-005-AL.
- D. A mechanical limited slip differential is allowed.
- E. Factory compatible short shift kits, shift risers, and alternate cables are allowed, but other modifications to the shifting action (e.g., sequential, paddle, blippers) are not.
- F. Semi-solid transmission mounts are allowed.

6. Body/Chassis/Interior

A. Body

- 1) Air dams and bumper covers must be stock.
- 2) The rear bumper cover license plate area may be cut out to 27" wide by 7" tall maximum to deal with heat. There may be a tow hook hole of a maximum size of 6" x 3". The metal bumper behind the rear bumper cover may be

removed, but if so must be replaced with a steel piece for chassis protection and tow hook attachment of approximately at least equal weight (i.e., this allowance may not be used to change the weight distribution of the car).

- 3) The factory Aerokit 987.1 splitter or a replica may be installed.
- 4) The front bumper must be located in the factory position and cannot be moved in any way.
- 5) The windshield may be replaced with polycarbonate (Lexan) of suitable thickness. The door windows may be removed. Quarter windows may be replaced with polycarbonate and vented to direct air in or out of the cockpit but not into the engine compartment.
- 6) License plates, license plate frames, license plate lights, and insignias and emblems may be removed.
- 7) Hood pins are recommended. Stock hood latches may be disabled or removed. Front and rear windshields may be secured with clips and straps.
- 8) All headlights and taillights must remain stock. Headlights may be covered.
- 9) The factory 987.1 Aerokit or Cayman R rear wing, or a replica, may be installed. Uprights for replica wings need not copy the factory parts as long as they mount on the decklid in the stock location and position the wing element in the same location and angle as the factory wing.
- 10) Grills to prevent entry of debris are allowed over all exterior openings.
- 11) There must be a stock exterior mirror on each side, and an interior mirror. The interior mirror is free.
- 12) All cars must display four approved TOYO decals. One must be displayed on the quarter panel/fender near each wheel well.

B. Chassis.

- 1) Seam welding of the chassis is not allowed.
- 2) Roll cage members may not extend through a firewall,
- 3) Bolt-on tiedowns may be added.
- 4) Air jacks are allowed.

C. Interior.

- 1) A passenger seat is allowed but not required.
- 2) The factory dashboard instrument pod must remain intact. Additional gauges may be added. Factory navigation systems, radios, entertainment 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 (including, without limitation, the heater core and its containing sheet metal) may be removed or disabled.
- 6) All interior items may be removed except where otherwise noted. All carpeting, trim, insulating or sound deadening material, and non-metal panels may be removed from the interior.
- 7) Doors may have window, lock, and interior latch mechanisms, and any other pieces held on with fasteners removed, but must retain all of the metal perimeter frame, hinges, and door latch mechanism. The interior latch may be modified but must work. Factory door beams must remain intact unless two cage door bars are installed for that door. If NASCAR style door bars are installed, the door perimeter frame may be modified, but only as much as is needed to fit the door bars.
- 8) Data Acquisition and in-car timing equipment is allowed.

GTC Carrera Cup

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. GTC4 and above must comply with Carrera Cup Germany specifications except as allowed. They must comply with the PCA Club Racing Program and Racing Safety sections of these Rules.

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 - 2006 - 2009 997 Cup Cars

GTC5 - 2010 - 2014 997 Cup Cars

GTC6 - 2013 - 2016 991 Cup Cars but not including Supercup

GTC7 - 2017 991 Cup Cars but not including Supercup

1. General Requirements

- A. Tires are free in GTC1 and GTC2. All later classes must use Pirelli Competition tires and display specified sponsor decals. GTC3 and GTC4 shall run 245/645-18 DH slick or WH rain front and DH 305/680-18 slick or WH rain rear. GTC5 shall run DH 275/645-18 slick or WH rain front and DH 315/680-18 slick or WH rain rear. GTC-6 and GTC-7 shall run 285/645-18 DH Slick or WH Rain front and 325/705-18 DH Slick or WH Rain rear.
- B. All PCA Club Racing Safety requirements must be met.
- C. Updating and backdating within model type is allowed.
- D. GTC 4, 5, and 6 cars are limited to the single gear set specific to the model as specified in the Carrera Cup Germany Rules. The allowance for other gears for races over one hour in those rules does not apply to these classes.
- E. The Supercup ceramic brake rotors (PCCB) are not allowed, but the Carrera Cup steel rotors may be used with the yellow calipers, and the Supercup smaller rear master cylinder may be used with the steel rotors if the racer does not wish to replace it on his Supercup car.
- F. 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.
- G. Lexan front windshields are allowed.
- H. 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.
- I. Consumables, as specified in the second paragraph of the Stock Cars rules, are free as long as they cannot serve to increase the car's performance.
- J. For tracks where the noise restriction is 103 dBA or below, additional sound muffling systems may be used in order to comply with the restrictions

2. Multi-class

- A. Any type of non-floating brake rotor of equivalent thickness and diameter and iron-based friction surfaces is allowed in GTC1, GTC2, and GTC3. GTC4 may use any aftermarket rotors of equivalent thickness and diameter.
- B. For GTC1 and GTC2, factory aluminum hood may be replaced with factory steel or aftermarket foam core fiberglass or carbon fiber hoods. Hoods must have provision for hinges, with only two hood pins allowed. The hood should be indistinguishable from the factory hood in form and function.
- C. 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, wheels must be of the same width, diameter, and offsets as specified for the class. In GTC4, wheels must be 3-piece wheels of the same width, diameter, and offsets as specified for the class.
- D. GTC2 and GTC3 cars are allowed to replace the pressure-cast aluminum control arms with steel control arms of identical dimensions.
- E. GTC3 and GTC4 may relocate the battery to the passenger footwell in a sealed container. Relocated batteries must be sealed dry cell.
- F. 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.

3. Single Class

- A. For GTC1, exhaust is free after the stock heat exchangers, except that it must be a single outlet exiting in the stock location.
- B. GTC1 cars may update to the 993 solid shift rod part #964.424.020.35.
- C. GTC1 cars may replace the magnesium engine mounts with solid aluminum mounts of the same height.
- D. GTC1 cars may have aftermarket camber plates.
- E. 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.
- F. GTC1 shocks are free as long as they are in the stock location using the stock pickup points, do not include external reservoirs, are not cockpit or electronically adjustable, and no modification is made to the strut housing to allow adjustment.
- G. The catalytic converters in GTC2 may be replaced with a cat bypass pipe.
- H. GTC2 motors may use any Porsche rocker arms.
- I. GTC3 cars may replace the Cup clutch with the GT3 RS or metallic GT3 RSR clutch.

- J. GTC3 may use any 2-way adjustable shock.
- K. GTC3 mufflers and associated parts, from the header back, may be replaced with a fabricated or aftermarket exhaust system which results in a car which meets a 103 dBA limit, and meets these additional criteria: the secondary piping may be no larger than 2.5" in outer diameter), must incorporate a muffler or mufflers, must not be longer than stock, and must exit as two pipes in the stock center location or, for early cars not updated, may exit on each side where the factory system exited.
- L. The rear wing of GTC3 cars may be raised four inches to gain better rear vision, but may not otherwise be altered or repositioned.
- M. GTC3 cars may use any of the gears listed in the factory manual for the Carrera Cup race cars of their era.
- N. GTC3 cars may use the following 997 parts for an engine rebuild, however, the existing 996 intake runners may not be modified to match the 997 larger intake port:
997-104-016-92 cylinder heads, 997-105-039-91 camshaft housing 1-3, 997-105-040-91 camshaft housing 4-6, 996-105-236-97 Intake camshaft
- O. The GTC3 track rod assembly 996.331.045.9A has been superseded by part number 997.331.045.9A.
- P. GTC4 may use any adjustable shock. Remote reservoirs, if used, must be mounted without modification of any stock component.
- Q. GTC4 cars may change the brake master cylinders.

GTD

This class is for the Cayman GT4 Club Sport. Caymans eligible to run in the Porsche Cayman GT4 Club Sport Trophy East series may run under series equipment rules in events where there is no series run group. GT4 Club Sport series rules are published separately.

MODIFIED CLASSES - GTA, GTB, GTP-1 thru GTP-6, GTP-A, and GT-1 thru GT-6

Any car which exceeds the modifications for the STOCK, PREPARED, SPEC, or other listed classes will compete in the modified 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.

There is no class distinction by tire type for these classes, but GT-1 thru GT-6 cars not using DOT or its European equivalent public road approved tires must add 50 pounds to their minimum weight and must continue to include a "R" in their front and rear class lettering so that the Scrutineers will be able to know what a car's minimum weight is - (for example, "2R").

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 National 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. But traction control, defined as any system which uses artificial sensors and computation both to control brakes and to decrease the throttle from the position determined by the driver's foot, is not allowed unless it is an unmodified factory system from a Porsche street or race car.
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, 997, or 991 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/R/RS/RSR factory race engines. Maximum displacement is 4.0L.
- GTA3:** 991 factory race cars or cars with 991 GT3/R/RS/RSR factory race engines. Maximum displacement is 4.0L.

Class GTB

Normally aspirated 996 or 997 (excluding GT3), 987 Cayman S and R, 981 Caymans, and the Cayman GT4 production street cars modified according to the rules for these classes. See table in weights section for minimum weights by model and engine, to which must be added an additional 100 pounds for PDK transmissions, or 125 pounds for the Cayman GT4. PDK cars must include a "P" in their front and rear class lettering so that the Scrutineers will be able to know what a car's minimum weight is (for example, "B1P").

- GTB1:** Listed models with a maximum displacement of 3.4L (Cayman) or 3.6L (911) and chassis no later than 2013.
- GTB2:** The 2014 and later 3.4 L 981 Cayman S.
- GTB3:** Listed models with 3.8L engines, including those progressed to the 3.8L engine as permitted below.

The following restrictions and allowed modifications apply:

1. Drivetrain:
 - A. Engine: Cars must have an unmodified production engine and ECU as found in their base model. While the ECUs must remain stock, the flash (programming) is free. Flywheels may be replaced with a single mass, ferrous (magnetic) material flywheel; clutch disk must remain the stock diameter. Caymans may have an underdrive pulley for the power steering belt. For these classes, the engine begins at the input to the MAF, and ends where the exhaust manifold is

attached. Underdrive pulleys, no less than 4" in diameter, may be used in place of the stock crankshaft pulley. Power steering pulleys, if the engine driven pump system is retained, may be underdrive style (larger diameter) of any size. Electro-hydraulic power steering pumps may be installed, as long as their hose end fittings will attach to an unaltered stock power rack and pinion assembly, and if this is done the power steering pump on the engine may be removed or disabled. The modifications allowed under Stock 1.K, P, Q, and R are permitted.

- B. 911s and 987.1 Caymans in GTB1 may use the 82mm GT3 throttle body and plenum, or aftermarket versions of the same, but with two conditions: the minimum weight is increased by 50 pounds, and there must be at least a 50 pound weight bolted to the passenger seat mounts. The logbook must describe how this weight can be verified without removing it.
 - C. GTB1 Caymans may progress to GTB3 by installing a 997 3.8 liter factory production engine, with or without the X51 upgrade. Minimum car weight depends on the engine type (see weight chart). GTB3 models with the X51 intake will be deemed to have the X51 3.8 liter motor. GTB3 models with a 3.8 liter motor but the standard 3.8 liter intake will be deemed to be standard 3.8 motors.
 - D. The GTB2 Cayman may progress to GTB3 with the GT4 3.8 liter motor.
 - E. Transmission: Cars must have an unmodified production transmission and gears as found in their base model. Cars with the PDK transmission must add 100 pounds to the minimum weight in all GTB classes, but a 981 or GT4 with PDK must add 125 pounds.
2. Suspension: Bushing materials are free. Suspension pick-up points and components must remain stock except that GT3 or GT3 Cup lower control arms and GT3 adjustable rear toe links are allowed. Springs, shocks, and camber plates are free. Progressed 981s in GTB3 may use GT4 suspension parts.
 3. Bodywork:
 - A. Except as specified, an unmodified production chassis is required. Bodywork changes are limited to those found on an equivalent GT3 Cup, as follows: The 996 911 may use 996 GT3 Cup parts, the 997.1 and 987.1 Cayman may use 997.1 GT3 Cup parts, the 987.2 Cayman and 997.2 911 may use 997.2 GT3 Cup parts. The 981 Cayman may only use stock or GT4 parts, including Club Sport parts. The GT4 may not make any bodywork changes other than allowed replica parts.
 - B. Front bumper covers may have an opening cut into their upper surface to allow air from fluid coolers to vent upward, but this modification does not allow protrusions (e.g., Gurney lips). Ducting for such venting is free as long as there is no modification to the tub. This allowance does not apply to models which came with upward venting, which must be used in its stock exterior configuration.
 - C. Caymans may cut out an opening in the rear bumper cover, removing the area where the license plate and bumperettes are.
 - D. Metal bumpers (behind the bumper cover) may be removed.
 - E. Windshields may be replaced with suitably thick Lexan if they are properly secured. Clear plastic, Lexan or otherwise, may be used in quarter windows to add ducts for air inlets. Clear plastic, Lexan or otherwise, may be used to replace the rear window as long as it is properly secured.
 - F. Progressed 981 Caymans may use GT4 parts.
 - G. Replica aftermarket bodywork parts of alternate materials are allowed as long as they are bolt-on parts (that is, that they are parts like bumpers, hoods, hatches, front fenders, and doors). The allowance of these alternate material parts applies only if ballast is limited to 50 pounds. Head light assemblies may be removed and replaced with covers. Air jacks are allowed.
 4. Wings are free with the following limitations:
 - A. The maximum cord is limited to 12 inches measured at the widest point of the wing, not including endplates.
 - B. The maximum total wingspan is limited to 64 inches, including endplates.
 - C. The wing may extend no more than 1.5 inches beyond the rear bumper cover, measured at the center of the car.
 - D. No part of the wing, excluding endplates but including any Gurney lip, may be higher than 4'8" above the ground with the car sitting on the ground in its racing configuration.
 - E. Multi-element wings are not allowed.
 5. Modifications to the underside of the vehicle for improving aerodynamics are not allowed.

6. Other GT modifications are allowed. While brakes are free, the braking system may not be modified to produce cornering traction control by allowing ABS or engine management or other systems to decrease the throttle unless a factory system doing this is retained unmodified (e.g., PSM may be retained).

Classes GTP-1 through GTP-6, GTP-A

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. "Porsche factory approved" means either manufactured by Porsche as a race car, or raced professionally with a Porsche engine and non-Porsche chassis, and recognized by Porsche or a professional racing organization with a manufacturer's championship as a Porsche. Example: 2008 LMP2 Penske Porsche RS Spyder. It is the responsibility of the owner to supply documentation of such recognition. Eligibility of the car for points in the annual Porsche Driver's Cup is one method of proof of such recognition.

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
GTP-A	ALMS LMP and Grand AM Daytona Prototype cars raced with a Porsche engine and treated as Porsches for manufacturer's championship purposes, and Porsche engined prototypes raced in subsequent similar series, in the engine configuration as raced.	

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:

Performance Index [PI] = (Weight x 100)/(Displacement [D] x Horsepower/Liter for engine type) [T]), or $PI = (W \times 100) / (D \times T)$
 Transposing terms when you know your engine and the class you want to run in gives this:
 Minimum weight for your car in your class = (minimum class PI x D x T) /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 whole pounds) in the formula includes car, driver and driver gear. Standard rounding applies to weight calculations. The table below provides the HP/L for your engine type to calculate the Performance Index or minimum class weight for your car:

Engine Type (T)	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	185
4 cyl 4 valve water cooled	115
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:

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

- 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.
- Cars not on DOT or equivalent approved tires must add an additional 50 pounds to their formula based minimum class weight.
- 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

1. 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.
2. 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.
3. Anyone owning and intending to race a Panamera or a 2017 911R should contact the PCA Club Racing Technical and Rules Committee, which will assign a class for the model and assign a minimum class weight. Anyone owning and intending to race a Carrera GT or a 918 should contact the PCA Club Racing Technical and Rules Committee, and should discuss how a complying roll cage is to be installed in the car. If that can be satisfactorily resolved, the PCA Club Racing Technical and Rules Committee will assign a class and minimum class weight.
4. The Club Racing Technical and Rules Committee reserves the right, on one month's electronic or other notice, to alter the weights of any model in any class as best suits the competition needs of Club Racing.

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	3435	219	15.68
C	80-82	928	3401	220	15.46
C	83-84	928S	3401	234	14.53
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
D	97-99	Boxster	2905	201	14.79
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	2949	217	13.59
E	87-88	944S (Club Sport/Firehawk)	2872	200	14.36
E	87-89	911 Carrera	2779	217	12.80
E	89-94	911 C4	3347	247	13.55
E	89-91	944S2	2982	208	14.34
E	90-94	911 C2/C4 (Turbo body)	3402	247	13.77
E	All	968	3086	236	13.07
E	00-04	Boxster	2929	217	13.50
F	70-71	916	2350	190	12.37
F	72-73	2.7 Carrera-Touring	2515	210	11.98
F	74-75	2.7 Carrera (MI)	2515	210	11.98
F	75-77	930	2785	234	11.90
F	84-86	911 Carrera (Euro)	2812	231	12.17
F	84-86	911 Carrera (Euro Turbo-look)	2922	231	12.65
F	87-89	911 Carrera (Euro)	2906	231	12.58
F	87-89	911 Carrera (Club Sport)	2806	217	12.93
F	87-91	928 S4	3655	316	11.57

F	88-89	944 Turbo S	3148	247	12.74
F	89-91	944 S2 Club Sport or Firehawk	2900	225	12.89
F	90-94	911 C2 & RSA	3181	247	12.88
F	90-91	928 GT	3655	326	11.21
F	92-94	928 GTS	3743	345	10.85
F	All	968 Firehawk	3050	242	12.60
F	00-02	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	08	Boxster	3016	245	12.31
F	07-08	Cayman	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	3050	270	11.30
G	96-98	993	3094	282	10.97
G	96-98	993 (Turbo body)	3204	282	11.36
G	05-07	Boxster S	3060	280	11.13
G	09-10	Boxster	3082	255	12.09
G	11-12	Boxster	3093	255	12.13
G	11-12	Boxster PDK	3192	255	12.52
G	13	981 Boxster	3013	265	11.34
G	13-15	981 Boxster PDK	3104	265	11.71
G	14-15	981 Boxster	3038	265	11.46
G	09-13	Cayman	3082	265	11.63
G	09-13	Cayman PDK	3148	265	11.83
G	14-15	Cayman	3039	275	11.05
G	14-15	Cayman PDK	3104	275	11.29
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)	3315	325	10.20
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	2017	718 Boxster PDK (2.0)	3160	300	10.53
H	2017	718 Cayman PDK (2.0)	3156	300	10.52
H	2017	718 Boxster (2.0)	3094	300	10.31
H	2017	718 Cayman (2.0)	3094	300	10.31

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	09-12	997 Carrera	3225	345	9.35
I	09-12	997 Carrera PDK	3236	350	9.25
I	09-12	997 Carrera 4	3391	345	9.83
I	09-12	997 Carrera 4 PDK	3307	345	10.02
I	09-12	Boxster S	3126	310	10.08
I	13-15	981 Boxster S	3060	315	9.71
I	11-12	Boxster S PDK	3192	310	10.30
I	13-15	981 Boxster S PDK	3126	315	9.92
I	10 on	Boxster Spyder	2961	320	9.25
I	10 on	Boxster Spyder PDK	3016	330	9.27
I	15	Boxster GTS	3115	330	9.44
I	15	Boxster GTS PDK	3181	330	9.64
I	09-13	Cayman S	3126	320	9.77
I	14-15	Cayman S	3060	325	9.42
I	09-13	Cayman S PDK	3181	320	9.94
I	14-15	Cayman S PDK	3126	325	9.62
I	11 on	Cayman R	3005	330	9.11
I	11 on	Cayman R PDK	3060	330	9.43
I	16	Cayman GTS	3115	340	9.16
I	16	Cayman GTS PDK	3181	340	9.36
I	13-15	991 Carrera	3192	350	9.12
I	16	991 Carrera	3303	370	8.93
I	13-15	991 Carrera PDK	3236	350	9.25
I	16	991 Carrera PDK	3347	370	9.05
I	13-15	991 Carrera 4	3303	350	9.44
I	16	991 Carrera 4	3414	370	9.23
I	13-15	991 Carrera 4 PDK	3347	350	9.56
I	16	991 Carrera 4 PDK	3457	370	9.34
J	81	924 GTS (Club Sport)	2482	275	9.03
J	16	Boxster Spyder 3.8	3049	375	8.13
J	16	Boxster Spyder 3.8 PDK	3115	375	8.31
J	16	Cayman GT4	3105		
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	09-13	997 Carrera S	3281	385	8.52
J	12-13	997 Carrera S	3225	400	8.06
J	12-13	997 Carrera S PDK	3270	400	8.18

J	09-13	997 Carrera 4S (3.8)	3413	385	8.86
J	12-13	997 Carrera 4S PDK	3479	385	9.04
J	99-00	911 GT3	3083	360	8.56
J	12-13	997 GTS	3281	408	8.04
J	11-13	997 GTS 4	3413	408	8.37
J	11-13	997 GTS 4 PDK	3479	408	8.53
J	12-13	997 GTS PDK	3357	408	8.23
J	13-15	991 Carrera S	3225	400	8.06
J	16	991 Carrera S	3325	430	7.73
J	13-15	991 Carrera S PDK	3270	400	8.18
J	16	991 Carrera S PDK	3369	430	7.83
J	13-15	991 Carrera 4S	3336	400	8.34
J	16	991 Carrera 4S	3336	430	7.76
J	13-15	991 Carrera 4S PDK	3380	400	8.45
J	16	911 Carrera 4S PDK	3380	430	7.86
J	2017	718 Boxster S (2.5)	3138	350	8.97
J	2017	718 Cayman S (2.5)	3138	350	8.97
J	2017	911 Carrera (3.0)	3303	370	8.93
J	2017	911 C4S PDK (3.0)	3479	420	8.28
J	2017	911 C4S (3.0)	3435	420	8.18
J	2017	911 Carrera S PDK (3.0)	3369	420	8.02
J	2017	911 Carrera S (3.0)	3325	420	7.92
K	All	959	3340	450	7.42
K	All	996 GT2	3325	456	7.29
K	06-08	997 Turbo	3495	480	7.28
K	09-on	997 Turbo DFI	3611	500	7.22
K	09-on	997 Turbo DFI PDK	3666	500	7.33
K	07-09	997 GT3	3181	415	7.67
K	10 on	997 GT3	3225	435	7.41
K	All	997 Turbo S	3644	530	6.88
K	17	911 Turbo (3.8)	3666	540	6.79
K	14	991 50+PDK*	3303	430	7.68
K	14	991 50th Anniversary*	3259	430	7.58
<i>*The 50th Anniversary 991 may not be used as the basis for updating or backdating. You must own the real car if you wish to race it.</i>					
K	14-16	991 Turbo	3666	520	7.05
K	14-16	991 GT3	3303	475	6.95
K	15-16	991 GTS	3292	430	7.66
K	15-16	991 GTS PDK	3336	430	7.76
K	15-16	991 GT4S	3391	430	7.89
K	15-16	991 GT4S PDK	3435	430	7.99
L	All	997 GT2	3325	530	6.27
L	All	997 GT3RS	3170	450	7.04
L	16	991 GT3RS	3303	500	6.61
L	17	911 GT3RS	3281	500	6.56

L	All	GT2RS	3225	620	5.20
L	All	GT3RS 4.0	3148	500	6.30
L	14-15	991 Turbo S	3688	560	6.59
L	16	991 Turbo S	3688	580	6.36

SPEC CLASSES

Class	Year	Model	Weight	HP
SP1	83-88	944, 2.5L, normally aspirated	2600	139
SP1	87-88	924S	2600	139
SP2 Stock	83-88	944/924S 2.5 liter	2600	
SP2 Stock	89	944 2.7 liter	2750	
SP2 Stock	79-82	931 2.0 liter	2600	
SP2 Prep	83-88	944/924S 2.5 liter	2750	
SP2 Prep	89	944 2.7 liter	2900	
SP2 Prep	79-82	931 2.0 liter	2750	
SP3	944S	2.5 liter	2500	
SP3	944S2	3.0 liter	2700	
SP3	951	2.5 liter	2800	
SP3	951S	2.5 liter	3000	
SP3	968	3.0 liter	2900	
SP911	Up to 89	911 2.7L engines	2300	
SP911	Up to 89	911 3.0L engines and 3.6L intake	2350	
SPB	97-99	Boxster, 2.5L, motor M96.20	2650	
SP996	99-01	3.4 liter	2850	
SP996	02-04	3.6 liter	3040	
SPC	06-08	Cayman S 3.4 liter	2925	

Note: HP figures for SPEC classes are maximum rear wheel horsepower for other sanctioning bodies, and are included for convenience.

MODIFIED CLASSES: GTA, GTB, GTC

Class	Year	Model	Weight	HP
GTA1	All	996 GT3-based GT, R, RS, RSR	2700	
GTA2	All	997 GT3-based GT, R, RS, RSR	2750	
GTA3	All	991 GT3 based GT, R, RS, RSR	2750	
GTB1	99-01	996, 3.4L	2650	
GTB1	02-05	996, 3.6L	2800	
GTB1	All	996, 3.6L X51	3000	
GTB1	06-08	Cayman S 3.4L 987.1	2720	
GTB1	06-08	Cayman S 3.4L 987.1 with GT3 intake	2770	
GTB1	09-13	Cayman S or R, 3.4L 987.2	2950	
GTB1	05-08	997, 3.6L	3000	
GTB1	09 -13	997, 3.6L	3100	
		All GTB1 with PDK must add 100 pounds to minimum weight		

GTB2	14 on	Cayman S 3.4L 981. If PDK, add 100 pounds to minimum weight	2750		
GTB3	05-08	997S, 3.8L	2850		
GTB3	05-08	997S, 3.8L X51	2950		
GTB3	09 -13	997S, 3.8L	2950		
GTB3	09-13	997S, 3.8L X51	3050		
GTB3	17 on	Cayman GT4 and progressed Cayman 981, 3.8L	2950		
GTB3	987.1	GTB1 3.8 Progressed Caymans with port injection	2750		
GTB3	987.1	GTB1 3.8 Progressed Caymans with port injection and X51	2950		
GTB3	987.2	GTB1 3.8 Progressed Cayman with direct fuel injection	2950		
GTB3	987.2	GTB1 3.8 Progressed Cayman with DFI and X51	3050		
		All GTB3 with PDK must add 100 pounds to minimum weight, but a 981 with PDK must add 125 pounds.			
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	10-13	997 Cup Cars, 3.8L	2796	450	6.21
GTC6	14-16	991 Cup Cars, 3.8L	2796	460	6.01
GTC7	17	991 Cup Cars, 4.0L	TBD	TBD	

RULES REVIEW PROCEDURES

PCA Club Racing has established an annual process for considering changes to these rules. Changes in safety related rules, rules clarifications, changes necessitated by external forces (e.g., specific tire availability), and editorial improvements are at the discretion of the PCA Club Racing Committee (Rules Committee), and may or may not be part of this procedure. Additionally, such changes may be published at any time as the Rules Committee may see fit. Changes published for comment, and changes finally adopted, will be published on the PCA Club Racing website and by e-mail to all licensed racers. They will also be published in the Club Racing News in the first available edition, but the timelines for rules consideration are not dependent on CRN publication dates.

Proposals, comments, and other correspondence with the Rules Committee should be to crrules@pca.org.

The specific events and approximate annual dates for this process are as follows:

- February 1** Opening date for submission of proposed rules changes to the Rules Committee.
- June 1** Final date for submission of proposed rules changes.
- July 15** Accepted proposed rules changes are published for comment. The fact that a change is put out for comment does not mean the Rules Committee favors it, but feels it is worthy of further consideration.
- August 15** Final date for submission of comments on proposed changes to the Rules Committee.
- October 15** Changes recommended by the Rules Committee for adoption as informed by comments are published for further review.
- November 1** Final date for comment on ambiguities in the announcement, typographical or other errors in specifications, and problems with changes which may have been overlooked to the Rules Committee.
- November 15** Adopted rules changes are published to take effect January 1.

APPENDIX A - ROLL CAGE SPECIFICATIONS

Roll Cages: The roll cage 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 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 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 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 are not allowed.

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 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.

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 Cage Tubing Sizes

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

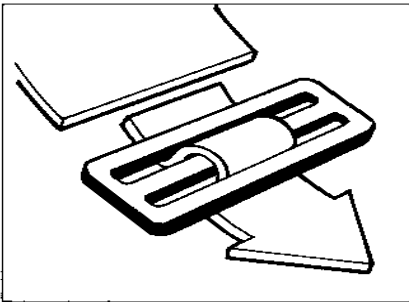
Car Weight without Driver		
	Under 2500 lbs.	Over 2500 lbs.
Mild Steel	1.50" x .095"	1.75" x .095" or 1.50" x .120"
Alloy Steel	1.375 x .095"	1.50" x .095"

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.

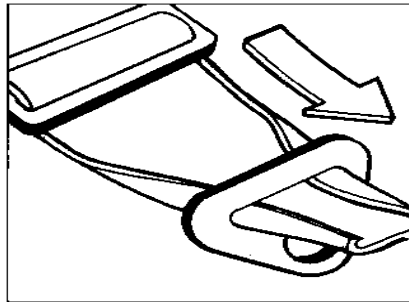
APPENDIX B - SEAT BELT SPECIFICATIONS

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. Straps should be inspected regularly and replaced sooner than their expiration date if abraded, torn, frayed, melted, discolored, or otherwise show signs of excessive wear.

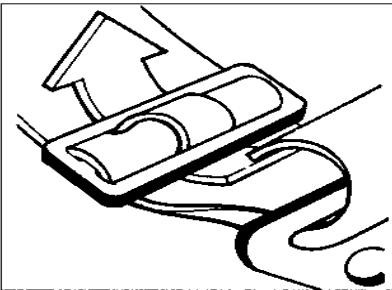
Belts shall be mounted according to these rules and the manufacturer's specifications. The angle of the shoulder harness going back from the driver's shoulders cannot be more than 30 degrees above nor more than 10 degrees below the horizontal plane of the shoulders. The anti-submarine straps must be mounted such that they will not allow upward vertical movement of the lap belt due to "crushing" of seat cushion material. Special attention must be given to the manufacturer's and similar common racing requirements concerning the angles of the anti-submarine belt and the lap belts, their routing through the slots or openings in the racing seat, and avoidance of any bends in the angle of pull caused by adjusters, seat slots, or interference of adjusters with the seat or chassis. 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.



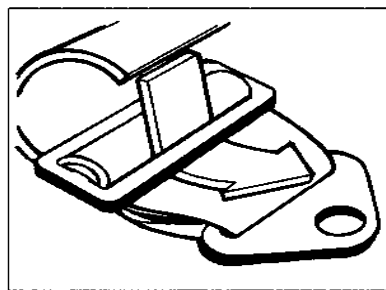
STEP 1: Insert strap through tightening buckle.



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 to the roll cage with provision for easy removal by the driver and corner worker in the event of an accident. The removal mechanism must be at the top, so that the net will fall down when released. The use of straps to attach the bottom of the net to the cage is allowed. However, the use of plastic tie raps, straps that are not an integral part of the window net, plastic buckles, or elastic cords for any other reason is not allowed.

APPENDIX E – 2017 PCA CLUB RACING ENDURO PROTOCOLS

Length	# of Pit Stops	Refueling	Driver Change
60 Minutes	1	Not Allowed	Allowed
90 Minutes	1	Allowed	Allowed
120 Minutes and longer	see *Note*	Allowed	Mandatory

The Enduro Race Timing will begin at the green flag or a wave off at the start.

*Note: For Enduros of longer than one hundred twenty 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.

1. All required pit stops shall be for a minimum time of five minutes. Required pit stops cannot be made within the first fifteen minutes of the race and must start before the last ten 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 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. If a stop and go penalty for a short stop cannot occur during the race a 1 lap penalty will be added to the results. Car must be running ON track when checkered is given to the leader and crosses the s/f loop on track or hot pits to avoid a DNF.
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 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. Cars which have pulled away from the pit wall may not stop or otherwise impede the exit of other cars from the pit lane in order to optimize their pit stop time. 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 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. No equipment (e.g., jacks, tires) may be placed on the hot side of the pit wall until the car is within the pit stall. 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 ninety minutes or longer. Battery operated tools are allowed in the pits in sixty 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 standing at the point where fuel is added to the car. Long hair must be covered by a balaclava. These crew protection requirements also apply to anyone holding a funnel, or cranking a fuel transfer pump wherever located. One person acting as fireman must be present in the hot side of the pit, with full fire safety gear, equipped with a minimum 10 lb., 60BC or 60ABC fire extinguisher with the pin removed during refueling, and positioned to discharge the extinguisher on any fire related to a fuel spill. The fireman may have no other duties until the cap is back on the gas tank. Drivers will be responsible for providing the fire extinguisher.
8. 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.

9. Only plastic containers may be used in refueling and no refueling towers will be used. Reversible 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. Reversible hand-crank refueling pumps screwed onto plastic fuel containers no larger than five gallons are allowed over the wall in the hot pits. Dry break systems with a "dump bottle" are allowed.
10. "Splash and go" refueling is not allowed. Any car refueled during an enduro must be in the pits for a minimum of five minutes during any refueling pit stop, even if the mandatory five minute pit stop requirement has been met or will be met by a different pit stop.
11. Fuel may not be spilled during refueling. Fuel not contained in a jug, hose, funnel, or the car's fuel intake system is a fuel spill. Any deviation from these refueling standards will result in the immediate disqualification of the car involved.
12. Each pit area will be thoroughly cleaned and swept, and all equipment removed, immediately after each pit stop. It is the responsibility of the entrant(s) to provide cleaning materials and equipment and to ensure that the pit area is clean. Failure to do so will result in disqualification.
13. Drivers who have multiple cars or cars in different races may request the same pit area assignment for those respective races.
14. 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.
15. 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.
16. 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.
17. 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.
18. Any driver involved in an incident: (see Rule Book / Driver Requirements 1.A.)
 - A. If the car is not running or handling normally or appears to be unsafe the driver must immediately exit the track during the session and must immediately report to the Black Flag Station, or
 - B. If the car is running and handling normally and the driver determines the car to be safe the driver may complete the time on track but must immediately report to the Black Flag Station upon finishing the session.
19. Drivers who ignore a Yellow Flag shall be assessed a stop, talk to the National Scrutineer and go penalty.
20. 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.

21. Mechanical black flag stops may be used as the mandatory five minute stop provided that it is within the allowed pit stop window and is for the full five minutes.
22. 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.
23. Only the drivers registered for the enduro may be in the car. If a driver who is registered does not drive, a change sheet must be completed immediately after the race and before the drivers leave the track.

Remember, this is for Fun.

APPENDIX F – APPROVED AFTERMARKET PARTS

Approval here means only that the aftermarket parts described are accepted substitutes for stock parts in classes which require the part to be stock. It is not an endorsement of the parts or their suitability. GTC parts substitutions are contained within the GTC rules.

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)

944 Turbo Connecting Rods:

Racer's Edge approved 840 gram replacement turbo connecting rods.

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)

968 Flywheels:

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

996 short blocks:

The 3.4 liter 996 may use the X51 short block, part number 996.100.951.TX. The 3.6 liter 996 may use the X51 short block, part number 996 .100.996.XX.

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.

APPENDIX H - 2017 PCA CLUB RACING NATIONAL CHAMPIONSHIP POINTS RULES

1. **Purpose:** The purpose of the PCA National Championship Points System is to determine a PCA National Champion and a subsequent finishing order in each class for each calendar year. The GTD class will not be part of this championship as they will run in a separate championship.
2. **Eligible Drivers:** Drivers must be PCA Club Racing License holders in good standing.
3. **General Points:** All races where points are available will have the same basic structure for earning points. Cars which do not finish will not be awarded points and will not be shown in a finishing position in race results. They will be shown at the bottom of the score sheet as DNF. To finish the race, a car must be running on track when the winner crosses the finish line and subsequently cross the finish line timing loop on track or in the hot pit. However, if with normal traffic flow, it is not possible to cross the finish line timing loop in the hot pits then the finish must be on track to avoid a DNF. Only races with standard starting and scoring will be points scoring races. For example, handicap races or inverted grids will not be points scoring races. Any points scoring races must be open to all racers. That is, any race that has special qualifications will not award points. (example - night race with extra experience requirement)
4. **Position Points:** Position points will only be awarded to cars that finish the race. Position points will only be awarded for finishing positions in class. The overall finishing position within the group does not earn points. Racers who finish 1st in class will earn 10 points, 2nd 7 points, 3rd 5 points, 4th 4 points, 5th 3 points, 6th 2 points and 7th 1 point. Points will be awarded in class for enduros in the same way as in sprint races. If two or more drivers share a car during an enduro, the total points earned by that car will be split equally among the drivers who drove it in that race.
5. **Bonus Points:** A racer will earn 1 bonus point for each car in class that finishes the race behind the car driven by that racer. Bonus points will be earned by all cars finishing the race except the car that finishes last in the class. Cars that do not finish the race (DNF) or are disqualified (DQ) do not count as cars beaten in the class. There will be a 10 point limit on bonus points available in any race. For example: The car that finishes 21st in a 22 car field where all 22 cars finish will earn 1 bonus point. In that same race the car that finishes first will earn 10 bonus points.
6. **Event Points:** Each racer will earn 5 points for each event attended where the racer starts and finishes at least one scheduled race. The fun race does not count. For position, bonus, and event points, to qualify as starting the racer must have passed the starter stand on the track after the green flag has been displayed to start the race. A late start after the field has started will count as a start if the racer passes the starter stand on the track. And to qualify as finishing the racer

must be running on track when the winner crosses the finish line and subsequently cross the finish line timing loop on track or in the hot pit if it is possible at that track. There will be a maximum of 25 points available for each year in this category.

7. **Championship Totals:** The best 8 race point totals for each racer in all points scoring races for the year will count toward the National Championship. Ties for the first three positions will be broken by the highest total in the 9th race then 10th race etc. A racer must successfully complete a minimum of 5 race starts in point scoring races to be eligible for a National Podium Award. Starts for this requirement will be as described in #6 above. Races that are started correctly but not finished count as starts.
8. **Points Races:** Not all races in a race weekend will have points available. The final scheduled sprint race will have points awarded. If an enduro is offered, it will have points awarded. If an enduro is not offered, the second-to-last scheduled sprint race will have points awarded. There will be two points' races per class. For Example: Suppose a race event has three groups of races (red, green, yellow), and each of those groups have two sprint races and then the racers are regrouped and there are two enduro races (purple and pink run groups). In this scenario, the final sprint races for red, green, and yellow are the points scoring sprint races and both of the enduros are points scoring races. For purposes of determining which races are points races, the final schedule approved by the Steward prior to the beginning of the event will be used.
9. **Schedule Changes:** If the event National Steward determines that the event schedule must be changed after it is posted as final for any reason (example – for weather or track issues), the Steward will announce which two races (if available) will be the points scoring races when the revised schedule is announced. The goal in that case will be for racers to stay for as much of the event as safely possible. The Stewards decision will be final.
10. **Review:** Any driver who believes that points awarded in any race are inaccurate may request a review of the points awarded by written (or email) request to the PCA Club Racing Chairman within thirty days of the last day of the race in question. Said request shall provide all documentation and/or justification as to why the points awarded should be reviewed.
11. **13-13 Sanction:** A 13-13 sanction (probation or suspension) during the calendar year will cause the sanctioned driver to be ineligible for a National Championship. The driver will be dropped from the National Championship points totals.
12. **Race Cars:** All Race Cars scoring points must be properly classed and have a current log book. Disqualification of the car due to performance related compliance issues will cause at a minimum a loss of all points that have been earned by that car while in a non-compliant condition. For example, disqualification of the car due to illegal engine modifications discovered after the last race will cause a loss of all points earned by that car from the weekend and possibly a 13-13 sanction. Disqualification based on the car being underweight by less than thirty pounds will cause a loss of points for the session immediately prior to the weighing. Disqualification caused by the car being thirty pounds or more underweight will cause a loss of all points earned that weekend prior to the disqualification.
13. **Zone Championships:** In addition to the National Championship Points System, a PCA Zone may have a Zone Championship. It is also possible for several Zones to join together in a Series Championship. All Zone and Series Championships and their Program details regarding driver and class eligibility must be pre-approved by the PCA Club Racing Committee. Zone or Series Championships will be determined in accordance with the above National Championship Rules used to determine a PCA National Champion and a subsequent finishing order in each class for each calendar year. Any exceptions must be approved by the Club Racing National committee. The GTD class will not be part of Zone or Series Championships as they will run in a separate championship. If Zones elect to have a Championship, points will be totaled by Zone or Series for each racer whose home region is in the participating Zone(s). Zone Championships will include points scored in races outside of the Zone. Zone totals will include all races the drivers have run in or out of the zone. For example, a racer whose home region is in Zone 2 will earn points for the Zone Championship in Zone 2 from a race in which he/she has competed in Zone 5 during that championship year if it is among his/her best 8 point totals for that year. Series Championships totals will include points scored in all races the drivers have run in the Series as determined by Series Championship Rules.

APPENDIX I - SEATS WITHOUT A BACK BRACE

In order to race without a complying seat back brace or meeting the mid-engined car exception to the requirement of a seat back brace, all the following conditions must be met:

1. An FIA 8855-1999 approved race seat, within six years of its manufacture, or an FIA 8862-2009 approved seat within eleven years of its manufacture, and installed in accordance with the FIA's and manufacturer's specifications.
2. A metal seat mount, with each separate side formed from a single sheet of steel 3mm thick minimum, or aluminum 5mm thick, commercially available as a race seat mount, and mounted in accordance with the FIA's and manufacturer's specifications. Mounts may be modified as needed to clear Cup car sliders.
3. All required fasteners in the system connecting the seat to the chassis must be at least 8mm in diameter and 8.8 in grade. Four such fasteners are required for each component connection, two on each side.
4. If seat sliders are used, they may be the Porsche 996 and later Cup, or the similar Cup style/manual adjustment sliders with the 10mm chassis attachments used on street Porsches without power fore and aft adjustment, and these are recommended. Or they may be double locking sliders which lock with at least two teeth or other locks on both sides, are formed from steel at least 1.75mm thick, and are designed, manufactured, and widely marketed for use in race cars.
5. Models with the 10mm seat to chassis mounting bolt system may use adapters, attached with those bolts to the stock mounts, which are made, tested, advertised, and commercially available for securing approved seat mounts or seat sliders.
6. Chassis seat mounts on tubs other than those used by Porsche as the base for their race cars must be reinforced. The concern for front mounts is particularly to increase their strength in tension (upward force), and for the rear in compression (downward force - cracks have occurred in the Cup and other cars here, and Porsche issued a service bulletin on reinforcement). If reinforcement includes plates under the floor pan, they shall be a minimum of 1/8" steel, and at least 4" x 4" in size.
7. If stock chassis mounts are cut out in order to lower the seat more than otherwise can be accomplished for tall drivers or to accommodate wide seats, fabricated mounts must be made of structural (1/8" minimum) steel using good design practices and properly welded to the sill, floor and center tunnel. The Rules Committee may consider approvals for other designs of altered mounts if they bear the stamp of a professional engineer showing that each of the four required fasteners will withstand a force of 15,000 Newtons separately vertically and horizontally.
8. It is the driver's responsibility to inspect the car's seat chassis mounts frequently for cracking or other weaknesses, and to fix them before further racing use of the car.

APPENDIX J - FACTORY RIM WIDTHS FOR STOCK AND PREPARED CARS

The widths in this appendix are based on those in the PCA Parade Competition Rules, and on Porsche's sales literature for many recent models. Race car models from bygone years have the width specified in the rules for such cars back then. If no width is listed for such a race car, or for a special or uncommon model, the driver must have printed information to present when receiving a log book, or attached to the logbook, showing what that width is. Stock means the widest width listed by Porsche for the model, whether as standard or as a factory option, and without regard for diameter. Where only one number is given, that applies to both front and rear rims. If two numbers, the first is the front and the second the rear. Racers who believe there are errors in this appendix should contact the Technical and Rules Committee with documentation supporting a correction.

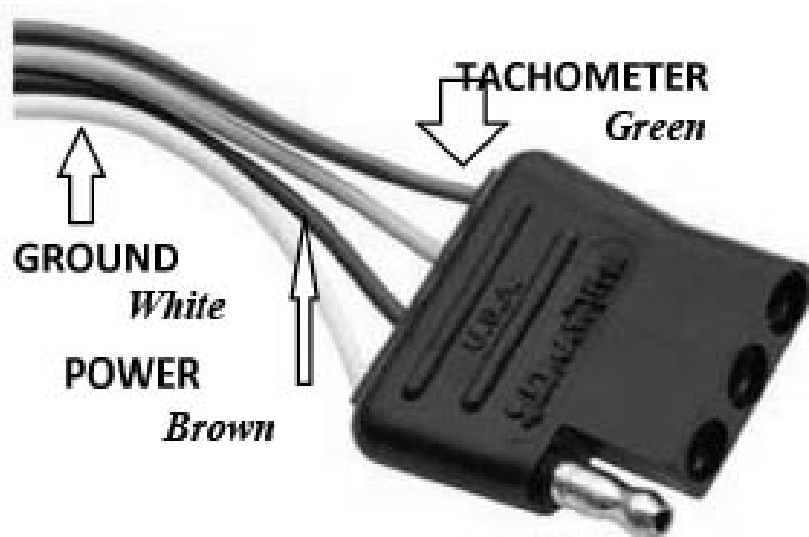
All	356	6	00-04	Boxster	7.5/9
68-69	911T	6			
All	912 and E	6	70-71	916	7
All	914	6	72-73	2.7 Carrera-Touring	7/8
75-82	924	6	74-75	2.7 Carrera (MI)	7/8
65-68	911 and L	6			
69	911E	6	75-77	930	7/8
70-73	911T	6	84-86	911 Carrera (Euro)	7/8
74-75	911	6	84-86	911 Carrera (Euro Turbo-look)	8/9
All	914-6	6	87-89	911 Carrera (Euro)	7/8
77.5-82	924 Turbo	6	87-89	911 Carrera (Club Sport)	7/8
83-85	944	7/8	87-91	928 S4	7.5/9
85.5-87	944 2.5	7/8	88-89	944 Turbo S	7.5/9
86-88	944 Rothman	7/8	89-91	944 S2 Club Sport or Firehawk	7.5/9
87	924S 2.5	7	90-94	911 C2 & RSA	8.5/9.5
88	924S	7	90-91	928 GT	7.5/9
88	944 2.5	6	92-94	928 GTS	7.5/9
89	944 2.7 2 valve	7/8	All	968 and Firehawk	7.5/9
70-73	911E	6	00-02	Boxster S	7.5/9
74-75	2.7 Carrera (CIS)	6/7	03-04	Boxster S	7.5/9
74-77	911S	6	05-08	Boxster	8/9.5
78-84	928 and S	7			
87-88	944S	7/8	72-73	2.7 Carrera-Lt. Wgt	7/8
67-73	911S	6	All	Playboy-Escort Canadian Cup 944 Turbo (limited to 1 bar boost)	8/9
75-83	911 SC & Euro	7/8	95-98	993 all	8/10
97-99	Boxster	7/8.5	05-07	Boxster S	8/9.5
			09-10	Boxster	8.5/10.5
81-83	911SC (Euro)	7/8	11-12	Boxster	8/9.5
85-86	928S	7	13-on	981 Boxster	8/9.5
84-86	911 Carrera	7/8	09-on	Cayman	8.5/10
84-86	911 Carrera (Turbo-look)	8/9			
86-88	944 Turbo	7/8	74-75	Carrera RS 3.0	8/9
87-88	944S (Club Sport/Firehawk)	7/8	76-80	930 (3.3 Turbo)	7/8
87-89	911 Carrera	7/8	86-89	930 (3.3 Turbo)	8/9
89-94	911 C4	6/8	91-92	911 3.3 Turbo	7/9
89-91	944S2	7.5/9	92-93	US Carrera Cup, street version	7/8
90-94	911 C2/C4 (Turbo body)	7/9	All	964 RS	7.5/9
All	968	7.5/9	99-01	996	7.5/10

05-08	997 Carrera and C4 (3.6)	8.5/11.5	99-06	911 GT3	8.5/11
06-08	Cayman S	8.5/10	09-on	997 Carrera S and 4S	8.5/11
08	Boxster S	8/9.5	12-13	997 GTS and GTS4	8.5/11
			13	991 Carrera S and 4S	8.5/11
83-84	911 SCRS	7/9	17	991 Carrera (all models)	8.5/11.5
90-94	911 RS 3.8	8.5/9			
94	930 (3.6 Turbo)	8/10	All	959	9/10
95-97	993 RS and 993 RSCS	8.5/10	All	996 GT2	8.5/12
02-05	996	8/10	All	997 Turbo and TS	8.5/11
05-08	997 Carrera S and 4S (3.8)	8.5/11			
09-12	997 Carrera and C4	8.5/11	07-13	997 GT3	8.5/12
09-on	Boxster S	8.5/10	14-on	991 50th Anniversary*	9/11.5
			14-on	991 Turbo	9/11.5
10 on	Boxster Spyder	8.5/10	14-on	991 GT3	9/12
09-14	Cayman S	8.5/10			
			All	Carrera GT	9.5/12.5
11 on	Cayman R	8.5/10	All	997 GT2	8.5/12
13-on	991 Carrera	8.5/11	All	997 GT3RS	8.5/12
			All	997 GT2RS	9/12
81	924 GTS (Club Sport)	TBD	All	997 GT3RS 4.0	9/12
96-98	993 Turbo	8/10	14-on	991 Turbo S	9/11.5
All	996 Turbo	8/10	17	991 GT3RS	9.5/12.5

APPENDIX K - DATA PORT AND POWER REQUIREMENTS

Cars, other than in the GT1-6 and GTP classes, must have provisions for the use of PCA compliance testing data systems on the track and at tech.

1. Cars which came from Porsche with OBD (the round 19 pin OBDI port, or the trapezoidal 16 pin OBDII) data ports must retain that port in an easily accessible (preferably stock) location and with all its wiring intact (i.e., don't cut any of these wires in order to attach data or other systems).
2. Cars which predate the installation of these ports must have a connector with 12 volt (battery) power, chassis ground, and a lead from the tachometer signal input terminal. The connector must be located in a conveniently accessible area below the dash on the passenger side, and must have enough slack to be conveniently used and to reach the right side roll cage front hoop upright, but may be lashed up out of the way with a Velcro or Gear Tie or some other easily fastened/unfastened tie (no zip ties, as they have to be cut).
3. The connector must be a flat four pin trailer connector, with three shielded female plugs, and one exposed male bullet plug. The outer shielded plug (typically with a green wire) is for the tachometer signal. The inner shielded plug (typically brown) shall provide 12V battery power, must be connected to an "always on" circuit in the car - that is, one which is always powered when the kill switch is turned on and the battery connected (e.g., interior lights, emergency flashers), and must be protected with a 7.5 ampere fuse. The unshielded male plug (typically white) shall be attached to a chassis ground.



APPENDIX L - PCA CLUB RACING CONCUSSION POLICY

A concussion is a traumatic event that may result in serious brain injury and impair a racer's judgments in the near and long term. In order to keep not only the racer safe but also those racing with him/her, a medical evaluation clearing the racer must be done prior to continued racing participation. The following is the PCA Club Racing policy regarding a concussion occurring during a PCA race weekend.

1. Any traumatic head injury with loss of consciousness (LOC)/confusion after an accident, at any time during a PCA Club Racing weekend, even for a brief period should be evaluated by a Hospital Emergency Department (Emergency Room/ER) physician. If a diagnosis of concussion is made, no further racing for that weekend. If the racer refuses Emergency Department evaluation, he/she may not race again until medical clearance obtained as below.
2. If a concussion diagnosis is made, the racer will need further medical clearance by a neurologist or physician qualified to appropriately evaluate neurological injury with specific attention to the head injury and concussion (this may also include a racer's primary care/family doctor). The examining doctor will also sign the first page of the PCA medical form that details what a racer undergoes during a race weekend in addition to a complete neurological evaluation clearing him for further racing.
3. Any significant non-traumatic and unexplained LOC (excluding an obvious vaso-vagal or dehydration event) shall result in a suspension of participation until diagnosed, treated, and cleared by the appropriate physician.

All the above medical release certifications must be presented to the PCA Medical Safety Committee for approval at least one week prior to the racer's next racing event.