



The following changes to the PCA Club Race rules are approved for 2017. The revised rulebook for 2017 will appear on the website around the 1st of December.

Driver Requirements

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 thirteen (13) month period by the National Steward. That probation period will begin at the time the Stewards decision is made concerning fault in the incident. When the incident was not caused by a gross error in judgement 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 Stewards 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 suspended for thirteen (13) months. Suspended drivers must petition for reinstatement to the PCA Club Racing National Chairman (National Chairman). Re-entry into the program will be at the discretion of the PCA Club Racing National Committee and the driver may be required to return on probation.*
- 3) Subject to more severe penalty should the seriousness of any incident warrant it.*

I. Any driver who has received a 13/13 must attend the Orientation Meeting at the next race in which they compete.

Safety and General:

- 1) **Firewalls** - an in-car fire earlier this year with burn injury to the driver has prompted adding some more specificity to the existing safety rule 19 requiring firewalls around the driver compartment.*

Revised version:

19. 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 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.

- 2) *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.*
- 3) *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 insure 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.*
- 4) *The car's logbook must be located within the cockpit and accessible at impound to the driver or a scrutineer from outside the car.*
- 5) *911s with door window frames may remove the wing window glass and the support upright to its rear.*
- 6) *Titanium lug nuts with engagement at least equal to the diameter of the wheel lug studs are allowed. (Note: This will apply to lug bolts as well, for those who have not converted to studs.)*

GTA: *A GTA3 class is created for the 991 Cups and other 991 based Porsche factory race cars.*

GTB: The relevant parts of the GTB rules are changed to read:

C. Bodywork: 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

(Note: the allowance of replica bolt-on parts of alternate materials in GTB is unchanged.)

D. Wings:

- 1) *Wings are free with the following limitations.*
 - A) *The maximum chord 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 endplates must fit within a 13.5 inch sided square on either side.*
 - D) *The wing may extend no more than 1.5 inches beyond the rear bumper_cover, measured at the center of the car.*
 - E) *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.*
 - F) *Multi-element wings are not allowed.*

(Note: These wing allowances and limitations apply to all GTB cars.)

- 4) *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.

- 5) 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.*

SPC

- 1) The class minimum weight is decreased to 2,925 lbs.*
- 2) "De-snorkeling" by removing the baffle/restrictor plate in front of the air intake before the air filter is allowed.*
- 3) Two piece rotors are allowed if dimensionally the same as stock.*
- 4) Any Toyo street tire in any size which fits the allowed rims may be used as a rain tire in addition to the R888s, which may be sipped.*

SP3

- 1) The 968 six speed transmission may only be used with a 968 motor at 968 weight.*

SP996

- 1) The Motion Control 2WNR (2-way non-remote) is allowed as an alternative shock.*

Stock:

- 1) Headlights may be removed but the opening must be covered.*
- 2) 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.*

After considering all the factors involved, the GTC4 and GTC5 rules will not be changed to allow paddle shifters. The GTC classes are "spec" classes based on the Carrera Cup Germany rules for the factory race car model involved. Allowed changes have primarily been related to the unavailability of parts as these race cars move farther from their active professional racing roots, or to changes to preserve particularly expensive original parts by substituting aftermarket parts which have no competitive advantage and do not change the experience of racing the car. Allowing an aftermarket paddle shifter does change the way the car is operated, which changes the experience of racing it, even if this may not be reflected in lap times. Adding a paddle shifter remains, as always, a modification which moves the car to GTA2 - which normally is in the same run group as GTC4 and GTC5, so the competition on track does not change.