



**PLEASE READ CAREFULLY – THIS IS A LONG E-MAIL and THERE ARE TWO PARTS**

- 1. Preliminary 2016 Rules Changes**
- 2. A NEW CLASS FOR 2016: Spec Cayman or SPC**

### **1. Preliminary 2016 Rules Changes**

Here are the rules changes the PCA Club Race Rules Committee proposes to adopt for 2016. **Racers may send comments to [rrrules@pca.org](mailto:rrrules@pca.org) through November 1, 2015** on ambiguities, typographical or other errors in specifications, and problems with these changes which may have been overlooked by the Committee. This does not include discussion of changes not listed as proposed here. The numbered paragraphs reference the numbering in the July announcement of potential changes for consideration. Those which were not accepted do not appear here. Unnumbered paragraphs are rules changes which need to be made despite not being put forth for comment.

#### **STOCK**

1) 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.

2) Passenger seats may be removed.

-The minimum weights for these E class models are reduced by 100 pounds: 86-88 944 Turbo (non-S), 87-88 944S (Club Sport/Firehawk), and 89-91 944S2. Comment on this change is especially invited.

#### **SPB**

3) The cylinder resleeving allowance for other models applies to SPB, but only the stock pistons may be used.

#### **SP996**

4) 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.

#### **GTB**

6) The 2014 and later 981 Cayman S 3.4 liter car will remain in GTB2. But all the other current GTB2 cars become GTB3. Minimum weights are unchanged except for the correction found in 8) below for the 997 DFI X51 cars.

-The Cayman GT4 is added to GTB3 at a minimum weight of 3105 pounds. The only bodywork changes allowed for the GT4 are replica GT4 parts, and the GT4 wing must be used.

-981 Caymans may run in GTB3 at the GT4 weight with the GT4 engine [here list engine model number or numbers]. They may, but are not required to, use any of the GT4 suspension parts. Their body work may be 981 or GT4 or replicas, but only the GT4 wing may be used.

-987C GTB1 Caymans may run in GTB3 at the GT4 weight with the GT4 engine [here list engine model number or numbers]. They must retain their GTB1 suspension, transmissions, and gears. **The GT4 wing may be used in addition to the GTB1 wings.**

7) 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). This allowance applies only if ballast is limited to 50 pounds.

8) GTB2 2009 and later 997s with the X51 option must weigh 3250 pounds.

9) The minimum weights of the 911s in GTB1 are reduced by 100 pounds.

-The minimum weight of the 2006-2008 Cayman in GTB1 is reduced to 2720 pounds.

-PDK in GTB: GTB1 and GTB2 cars with PDK must add 100 pounds to the model specified weight (note this is not a change for GTB1). GTB 3 cars must add 125 pounds to the model specified weight.

-Porsche torque vectoring (PTV), and any other forms of traction control (but not including mechanical limited slip differentials) which are not standard features of the model, are not permitted in GTB, and the ABS and other systems may not be modified to provide traction control.

-Racers in the GTB classes are advised that PCA Club Racing has the right, on one month's notice, to increase or decrease the minimum weights assigned to any of the models in these classes.

#### **GTC1**

10) 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. .

#### **GTC 3**

11) Any of the gears listed in the Factory manual for these Carrera Cup factory race cars are allowed.

#### **GTC 4-6**

11a) Only the Carrera Cup Germany gears specific to each model are allowed in these classes. The allowance for other gears for races over one hour in the Carrera Cup Germany rules do not apply to these classes.

11b) 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.

#### **General Compliance**

-Cars, other than in the GT1-6 and GTP classes, which came from Porsche with OBD data ports must retain that port in an easily accessible location and with all its wiring intact (i.e., don't cut any of these wires in order to attach data or other systems). Data from these ports, both on the track and at tech, are used in compliance checking.

## **2. A NEW CLASS FOR 2016: Spec Cayman or SPC**

PCA Club Racing announces A NEW CLASS FOR 2016: Spec Cayman or SPC. This class is for the 2006-8 Cayman S, and is structured for performance to fit between SPB and GTB1, drawing heavily on the language and approach from the current SPB and SP996 rules. Its base is a stock engine, stock 6 speed transmission with optional limited slip, and stock bodywork with allowance for the Cayman Aerokit splitter and wing (which is the same as the R wing). Allowed suspension modifications balance handling against cost. Still to be settled will be the spec tire. Testing will follow selection of the tire so the custom JRZ shock valving and spring package can be determined. **Racers may send comments to [crrules@pca.org](mailto:crrules@pca.org) through November 1, 2015**

### **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.

## 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 mounts are 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 15S 001 987 S1 15 01 Package with OE or aftermarket monoball topmounts and linear springs as made for SPC [valving, spring, and tender spring rates TBD after testing]. Shock upper mounts are free (i.e., monoball style is allowed). Note: the "flat plate" non-raised style upper mount is needed to work with the specified JRZ shocks. All spring and shock systems must mount in the factory original locations.
- I. Front sway bars may be stock, or 996 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 997RSBK-GTS, or TPC 986/987 stage one. The Club Race Rules Chair 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. [TBD] is the primary spec tire. The required sizes are front [TBD], rear [TBD]. [TBD] are allowed as rain tires.

- B. 18" rims are required ([TBD]\_\_" front/\_[TBD]\_\_" rear) or narrower. Wheel /tire combined weight must be equal or exceed 40 lbs. for fronts, and 46 lbs. for rears.
- C. Steel bolts or lug nuts are required. 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. Additional bodywork openings for brake cooling air are not allowed for brake cooling. Modifications to existing air channels inside the bodywork to duct air for brake cooling are allowed.
- E. Only one-piece stock or stock dimensioned replacement steel rotors may be used. 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 106412-11or 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.
- 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.

##### 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.
- (Note - the overall safety rules will be amended to allow a fuel cell mounted in the stock gas tank location)

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.
- 9) Operational video is required for all sessions on track.

7. Weight

Minimum weight requirements in the Class Weight Tables must be met at all times. Minimum weight includes driver. [Weight in the table to be 2,950 pounds (2,800+150 for driver).]