



From: Walt Fricke, PCA Club Racing Technical and Rules Coordinator

Comments on Proposed Changes for 2016 Rules

Fellow racers: Here are the proposed changes to the 2016 Club Race Rules submitted by you. These have been determined by the Club Racing Rules Committee to be worthy of putting out for comment. Note that this does not mean that we favor any particular proposal. Our job was to eliminate those which simply would not be approved. What survives the next cut will be heavily influenced by comments received from you. Rules changes for which no objection is received are apt to be adopted, but you can't count on no one objecting to rules affecting your class.

I cannot stress enough the value of technically informed comment, both for and against. Even collectively, the Rules Committee hardly knows every technical detail or quirk of every model of Porsche.

Comments should be sent to crrules@pca.org. I will get them, but separately from the regular rules questions I receive. And the other three members of the Rules Committee will also have access to your comments. **The deadline for comments is August 15, 2015.** As before, I ask that you send a separate e-mail for each numbered proposal upon which you comment, as that simplifies my task in collating comments for committee discussion.

STOCK

- 1) External reservoir shocks, and any shock whose adjustment system requires modification of the strut housing, are a Prepared change. Allowing these shocks in Stock was based on an unfortunate misinterpretation of the rules long ago.
- 2) Allow removal of the passenger seat in Stock and Prepared, but limit the ballast allowed in cars so modified to 50 pounds.

SPB

- 3) Allow cylinder resleeving. This would not permit aftermarket pistons. It appears that, with the right rings, the stock piston will work with a Nikasil plated bore.

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.
- 5) Delete the grandfathering (raced in the car before 2011) of the Bilstein PSS9 shock.

GTB

6) Move the 2014 and 2015 Cayman S from GTB2 to GTB1, at a weight of 2950 pounds (or 100 pounds more if PDK). The 2016 model would be treated similarly if its specifications warrant. If 9) below is adopted, add 100 more pounds.

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 911s with the X51 option must weigh an additional 100 pounds.

9) Reduce the minimum weight for 911s in GTB1 by 100 pounds, and increase the minimum weight of the Gen2 and later GTB1 Caymans by 100 pounds.

GTC1

10) Shocks are free as long as they do not include external reservoirs, and no modification is made to the strut housing to allow adjustment.

GTC 3-6

11) Delete Supercup from these classes, effective July 1, 2016. The rationale for this proposed change is that Supercup rules allow any gears, and require ceramic rotors, although otherwise the Supercup rules are functionally identical to the Carrera Cup rules for Club Racing purposes. The Carrera Cup rules specify a single gear set for each model. The result of these differences is that not only are ceramic rotors a performance advantage, but, even if ceramic rotors are not used, the ability to alter gearing to suit different tracks destroys parity within the classes. It is noted that the gears themselves in the Cup classes wear out within a few seasons and have to be replaced, and replacement with Carrera Cup gear ratios is to that extent less burdensome.

SPC

A Spec Cayman class (SPC) with rules similar to SPB (Spec Boxster) and SP996 is proposed for the 2006-2008 Cayman S models. This class should allow competitive racing with controlled costs. Details concerning suspension modifications, engine and transmission and power steering modifications to control heat, rim sizes and spec tires, and other variables are being discussed.