

2011 Rules Proposals for Comment

The PCA Club Racing Rules Committee is soliciting racer input on the following rules proposals. Not every proposed rule is considered to have equal merit at this point. Your input is extremely important to make sure the decision on whether to adopt a rule change is made on the basis of accurate information, and the change effectively addresses a real need. When submitting comments, please clearly identify the rule section (e.g. "Stock") and rule number for each comment. **Submit your comments via e-mail to crrules@pca.org by October 1, 2010.**

This year, nearly all rule changes proposed have been included below in the proposals for racer comment. There are several reasons why rules proposals do not make it to the list of those recommended. If a proposal is really about procedures rather than rules, it is forwarded to the stewards for possible consideration for their procedures manual. Note that rules proposals to allow a specific model to make a modification not allowed for other models generally have little chance of passage, unless there is a serious safety issue that needs to be addressed.

Stock

1. Classify Porsche 2011 models. New specs for most are not published yet. The following models are not yet classified but will need to be added. Weights include 150 lbs for driver. **Panamera weights are estimates and will be updated when actual specs are published.**

Model	Weight	HP	Ratio (lb/hp)	Class
Panamera	Est. 4050	300	13.50	E
Panamera 4	Est. 4180	300	13.93	E
997 Turbo S	3644	530	6.88	L
997 GT2 RS	3170	620	5.11	L

2. Allow the following items to be removed from stock class cars (each is a separate proposal).
 - Heater core (proposed for cars with integrated AC and heat systems)
 - Interiors except dashboard and passenger seat. ALTERNATIVE: Allow removal of interior as a "prepared" change. Current rules allow removal of carpet, and panels necessary for installation of the roll cage, not all panels like rear package shelf, leather/faux leather trim around door pillar members, dash pad, etc).
3. Change the E class Boxster model years and weights as follows :
 - Replace "96-97 Boxster" with "97-99 Boxster", weight 2905 lbs, hp 201
 - Replace "98-04 Boxster" with "00-04 Boxster", weight 2929 lbs, hp 217The purpose of this change is to correct the rules to get the right model years associated with the 2.5L and 2.7L engines, respectively. This also lowers the weight of the 2.5L car to match the lowest of several published weights currently available.
4. Move 2009-2010 Boxster and Cayman from F class to G class. These cars have the best weight/HP ratio in F and have other advantages that appear to warrant moving to the faster class. Note that the 2009-2010 "S" versions are in I.

5. Require water-cooled flat six engines (Boxster, Cayman, 996, 997, GT3) to retain the stock dual-mass flywheel. Boxster, Cayman, 996, 997, GT3 cars that have changed to aluminum flywheels with steel friction surfaces will be grandfathered until 2012. 964, 968 and 993 will still be allowed to change to a single mass steel flywheel. (Background: The 964, 968, and 993 all had troublesome dual-mass flywheels, and also a reasonable Porsche part substitution in the form of the RS flywheel for the car. We have seen no documented failures of dual-mass flywheels in the water-cooled flat sixes, and the only substitute flywheels available convey a performance advantage as they are mostly lightweight aluminum.)
6. Consider specifying allowable parts for Boxster 2.5L engine rebuilds. Compression ratio limited to 10.5:1. Options for rebuilding these engines are limited, and there are several characteristic failures. Parts to be considered include intermediate shaft bearing, and pistons and cylinders. It is possible that this could also be considered for SPBOX, but it would require discussion with other groups that have similar Boxster spec class rules.
7. Prohibit Hoosier A6 (autocross compound) tires.
8. Proposed, but not adoptable as written: Add a minimum tire diameter for D&E class to combat gear ratio difference between low profile 15" tires and the tires on 17" rims tires. Instead, please comment on whether there should be a limit on the percentage reduction from "as delivered" tire diameter on stock class cars, and what that percentage limit should be.
9. Proposed, but not adoptable as written: Give a weight break to the E class Carrera 3.2s and G class 993s. Instead, please comment on each of the following, and yes, they are different:
 - whether all stock weights should be adjusted so all cars in a class have similar weight/HP ratios (easy)
 - whether stock class weights should be adjusted to better equalize competitiveness of cars within a class (harder; model competitiveness within class seems track-specific in some classes)
10. Proposed, but unlikely to be adopted as written: Make remote reservoir adjustable shocks a "prepared" change for any stock class car where remote reservoir shocks could not be ordered from the factory. Please comment on whether adjustable shocks, regardless of reservoir type or location, should be a "prepared"



Prepared

1. Add weight reduction of 50 lbs as a "prepared" change.

Spec Classes

1. Make changes to Spec classes based upon the 2011 rules for each series of origin. Known change so far:
 - Remove tire width restrictions in SP3 (correct PCA rules to match 944 Cup)
2. Change class designation for SPBOX to SPB. (This shorter designation was approved mid-year 2010, and is included to publicize that action).
3. Add new spec class based on Spec 996 for 1999 – 2004 996s with 3.4L or 3.6L engines.