



Porsche Club

Porsche Owners Club



General Competition Rules 2016
Effective January 1, 2016

'SCR' SPEC CARRERA RACING CLASS RULES FOR 2016

This is a classification for Porsche 911 race cars that allows for a specific set of modifications that have been carefully chosen to provide competitive performance with maximum reliability and contained costs. The class logo is 'SCR' Spec Carrera Racing.

Any modifications not listed, as follows, are NOT allowed. The rules will be maintained by a 3 person SCR driver/owner committee which will be elected for a one year term (1/1 to 12/31) by the driver/owners of the Carrera Spec racing group. Nominations will be submitted in November, ballot vote on December 1, with results recorded by December 10. Drivers will adhere to the specs as developed by the members and as administered by the committee. If any doubt exists about any modification, it is recommended that participants contact the Carrera Spec committee for verification prior to making improvements.

General

Drivers participating in the class agree that:

Dyno sheets will be required to be provided to the spec designee before the first event.

Dyno tests can be additionally ordered at the car owner's expense, up to three times per year, by a SCR committee member or the Competition Director. All cars must comply with all current POC-GCR safety requirements.

Rule enforcement: A formal protest must be made by written submission of suspect compliance violation by a competing driver to the SCR committee. It is the responsibility of the committee to review the complaint, investigate and forward findings to the Competition Committee for enforcement within 30 minutes following completion of timed runs or a race, per GCR.

Any SCR committee member may request a split start for any race in which the SCR race group is not the lead class.

Chassis, Body and Interior

Any naturally aspirated Porsche 911, 1974 to 1989 is allowed however all cars must run the

stock configuration (USA) 3.2L Carrera engine. All 1974 to 1983 Porsche 911 must be updated to the 3.2L spec. Carrera engine.

Minimum weight for all cars with driver is 2450 lbs.

Fiberglass, steel or composite body panel replacements are allowed, including body "turbo" flares, side skirts and sunroof panels. Front air dams may be used as long as it doesn't extend forward of the stock bumper (excluding bumperettes). (993, 996, 997 and slopenose body configurations are not allowed)

Lexan rear windows and side quarter windows are allowed.

Leading edge rear wings with "wicker bills" are approved. Leading edge rear wings may not extend above the factory roof line, behind the rear bumper and a maximum size of 9.75" x 60".

Interior modifications are free.

Engine Specifications

All engines must be Porsche (USA spec) 3.2L, stock bore (95mm) & stroke (74.4mm), with a maximum of 9.5-1 compression ratio.

The class will allow a maximum 235 H.P. and 205 ft. lbs. torque curve spec.

Stock camshafts and rocker arms, stock port and valve size and single plug heads required.

Stock, or equivalent, connecting rods with aftermarket rod bolts are allowed.

Crankcase and crankshaft machining of any kind is free.

Valve springs and retainers are free.

Ignition system is free. Change to the OEM DME control unit or replacement "chip" is allowed.

Stock induction system is required. Forced induction and extrude honing is not allowed.

Engine oil system and cooling is free.

Intake system must remain stock. Air filter and housing is free. Exhaust system is free.

Transmission and Clutch specifications

The transmission must be Porsche model 915 or model G-50.

Differential (LSD) and gear ratios are free. One gear ratio set is allowed per competition year.

Clutch and flywheel package is free.

Transmission coolers, lubrication and shift linkage is free.

Suspension Specifications

Stock suspension pivot axis points must maintained stock location. Turbo trailing arms are not allowed.

Front spindle height is free and must use original equipment components.

Single external adjustable shock absorbers are allowed.

Torsion bars are required in the front, coil-over spring suspension components or torsion bars are allowed in the rear.

Altered steering arms or steering rack/arm spacers for bump steer is all allowed.

Suspension bushings & motor mounts are free, but must maintain stock configuration.

Anti-roll bar (sway bar) systems are free.

Alignment settings are free.

Tires & Wheels

Maximum wheel size is 8x17" front and 9x17" rear.

The class spec tire for 2014 is the Toyo Proxes RR (235x40 front and 275x40 rear)

Not later than Dec. 1, the SCR committee may present options as to proposed spec tires for the coming year. The owner/drivers will be polled within the first 10 days of Dec. The tire that receives the most votes will become the spec tire for the coming year.

One new set of 4 tires will be allowed per weekend event, which must be installed before qualifying and races on Saturday and used throughout the weekend competition. Replacement tire(s) will be allowed in cases of severe damage or wear resulting in an unsafe condition. An unbiased SCR comm. member must approve the replacement tire(s).

Rain tires are additionally allowed as conditions require.

Brakes

All cars must run Carrera or 911SC brake calipers, steel/vented rotors with any pad combination. All cars must run a stock 911, 911SC, 930 or Carrera master cylinder.

Turbo or aftermarket brake calipers are not allowed.

Brake lines, pad material, cool air ducting, brake balance control and fluid are free.

ANY MODIFICATION NOT SPECIFICALLY MENTIONED IS NOT ALLOWED