



Porsche Club

Porsche Owners Club



General Competition Rules 2016: Boxster Spec Class – BSR & BSX
Effective January 1, 2016 - including changes as of 11/29/15

Questions concerning these rules should be directed to the POC Competition Director via the official POC website: <http://porscheclubracing.org/>

TABLE OF CONTENTS

22.0 BOXSTER SPEC CLASS

22.1	BSR	3
22.2	BSX	8

22.0 BOXSTER SPEC CLASS

'97- '99 Boxster Spec Class racecars with all class approved modifications per the Boxster Spec Racing Organization rules.

BSR - Fully developed racecar with complete roll cage and all other approved modifications. This class is approved for all series.

BSX - Cars conforming to this class are approved for Performance Driving and Time Trial competition only.

22.1 BSR

General

Eligible models for BSR are 1997-1999 Porsche Boxster 2.5L, motor #M96.20. All parts must be factory stock from one of the eligible years, except where modifications are specifically allowed below. Modifications not specifically listed are prohibited.

Any prior exceptions, written or verbal, no longer apply.

22.1.1 Safety, Chassis, and Minimum Weight

- A. Roll cages must comply with Appendix E and there must be a minimum of 6 connection points to the chassis. Attaching to the windshield frame or B pillar is allowed. Roll cages may not pass through walls or sills but may pass through the front bulkhead and be tied to the shock tower. The factory rollover protective bars behind the seats may be removed to facilitate roll cage installation.
- B. Arm restraints are required for drivers of cars with aftermarket hardtops.
- C. Minimum weight is 2650 lbs. including driver.
- D. Ballast may not exceed 75 lbs., with a maximum of 25 lbs. bolted to the floor of the passenger footwell and the remainder secured behind the driver's seat.
- E. Battery minimum weight is 10 lbs., must be in stock location.
- F. Seam welding of the chassis is not allowed.

22.1.2 Engine

- A. Engines and components must remain stock; engine and transmission must remain in their stock locations.
- B. Replacement air filters cannot be larger than factory and must be drop-in factory size and style. No modifications to engine air inlet and intake.
- C. ECU and programming must remain stock; no other engine management can be added.

- D. Underdrive crank pulley is allowed, minimum 4" diameter. No modifications to any other pumps or pulleys; belts must be retained and operating. Power steering cooler is allowed.
- E. Allowed flywheel substitutions are AASCO 106412-11 or Fidanza 914572.
- F. Exhaust manifolds must be stock; catalytic converters may be removed and all other exhaust components are free. The exhaust system may be wrapped.
- G. An additional radiator in the center of the grill area is allowed; stock radiators must be retained.
- H. The following modifications to the oil cooling system are allowed: addition of external oil cooler, upgrade to Boxster S oil cooler, addition of deep sump oil pan.
- I. The use of an Accusump oil accumulator is allowed.
- J. Air conditioning and heating systems may be removed.
- K. Data acquisition systems are allowed.
- L. The engine air injection system may be removed.
- M. Power steering coolers are allowed.
- N. Cylinder resleeving is permitted, however, stock pistons must be used.**
- O. Maximum of 91 Octane fuel (POC only)

22.1.3 Transmission

- A. Transmission must be G86/00 and must remain stock with no coatings and stock gear ratios.
- B. Clutch disk and pressure plate must be factory or Sachs Performance Clutch #88 1861 000 017 and Sachs Performance Sport Pressure Plate #88 3082 999 754.
- C. Short shift kits are allowed. Shifter console may be raised, and aftermarket shift cables may be used, but shift cables must remain stock length.
- D. Transmission oil coolers are allowed.

22.1.4 Suspension, Wheels, and Tires

- A. Shock tower modification and strut braces are not allowed.
- B. Camber plates are not allowed.
- C. No urethane bushings or solid engine or transmission mounts are allowed.
- D. Porsche GT3 (street) adjustable A-arms are allowed.
- E. Springs must be stock or can be changed to 450 lb. front and 500 lb. rear, or 500 lb. front and 450 lb. rear, but must be one of these three allowed configurations (i.e., you cannot run a square spring setup).
- F. Bilstein PSS9 shocks, part #F4-GM5-8847-H0 or #48-181440 with stock valving are required. Shocks cannot be cockpit adjustable.

- G. Sway bars, drop links and toe links may be stock or changed to the following:
- Front sway bar: Porsche street GT3 or H&R 70779 or Tarett Engineering #996FSBK.
 - Rear sway bar: H&R 71779 or Tarett Engineering #986RSBA
 - Front drop links: modified stock (shortened for use with GT3 sway bar), Tarett Engineering #996FDLNK, or Tarett Engineering GT3 "long" links #EXTFDLNK
 - Rear drop links: stock or Tarett Engineering #996RDLNK
 - Rear toe links: stock or Tarett Engineering #996TLNKR or any similar rear toe link as long as it does not alter the suspension geometry beyond being longer and does not function differently than either of the other allowed toe links.
- H. Ride height minimum 90 mm front and rear as measured at front cross of aluminum cross member and front-to-rear braces near rear sway bar.
- I. Any factory cast aluminum rims intended for a Boxster and matching the original offset are allowed; front wheels must be at least 18.5 lbs. and rear wheels at least 20 lbs. Rear wheels must be 17 x 8.5 inch, 48-50 mm offset. Front wheels may be either 17 x 7 inch, 55 mm offset, or the same size and offset as the rear wheels (17 x 8.5 inch, 48-50 mm offset).
- J. Wheel spacers are allowed only for 17 x 8.5 inch front wheels for fender and fender well clearance.
- K. Tires: Toyo RR front 235/40-17 or 255/40-17; rear 255/40-17. Toyo RA-1's may be used as rain tires.

22.1.5 Brake System

- A. Brake pads are free.
- B. Steel braided brake lines are allowed.
- C. Emergency brake, lever, cables and associated parts may be removed.
- D. Brake cooling systems are allowed if they use only air. Air may be vented through the front air dam. Dust shield may be removed.
- E. One piece stock size steel rotors are required. Rotors may be cross-drilled or slotted.

22.1.6 Bodywork

- A. Soft convertible tops and motors/assemblies may be removed.
- B. Hard tops are mandatory and may be factory or aftermarket fiberglass replicas. Rear window must appear stock with no venting, can be lexan.

C. Approved air dams and bumpers are limited to the following:

- Stock or stock with cutout for additional radiator
- Boxster S or replica
- 996 Carrera 2 (U.S. delivered 1999 C2 model)

D. GT3 style factory part #996-505-986-91 or clone only. Splitters may not extend forward of the front bumper and may be no more than 3" lower than the bottom of the front bumper. Factory or factory replacement side skirts are allowed.

E. Headlights, tail lights and brake lights must remain stock; license plates, frames, and license plate frames may be removed. Rear bumper license plate area may be cut out to 27" wide by 7" tall maximum. Tow hook hole maximum 6"x 3".

F. Rear spoiler must be left in the upright position; lift motor may be removed. Deck lid must be stock.

G. Radiator inlet screens, side inlet scoops and screens and ventilation ducts are allowed.

H. Polycarbonate (Lexan) windshields are allowed.

I. If hood pins are installed, stock hood latches may be removed or disabled.

J. The windshield wiper arms and blades may be removed.

22.1.7 Interior

A. Factory dashboard instrument pod must remain intact; 996 instrument cluster is allowed. Additional gauges may be added.

B. All interior items and insulating material may be removed except where otherwise noted. Doors may be gutted, except factory door beams must be intact or protruding intrusion door bars must be added to the cage.

C. Steering wheel lock must be removed.

D. Steering wheels are free, and quick release wheel hubs are allowed.

E. Shift knobs are free.

F. Any inside rear view mirror is allowed.

- G. The immobilizer box may be relocated inside the driver's compartment.
- H. The driver's footwell fuse panel may be relocated inside the driver's compartment.
- I. Factory engine cover must remain in the stock position and latched.

22.2 BSX

22.2.1 Class Purpose

The purpose of this spec class is to provide a competitive "up-to-spec" class where the cars are reliable and performance potential is as even as possible. These rules are intended to control costs and remove any performance advantage from the cars so that driving ability and suspension set up are the greatest factors in determining winners. This class will be referred to as the BSX class and is designed for time trial, driver education (DE) and autocross events. BSX rules cater to those drivers that wish to use their cars for both street and track use.

NOTE: We have added "NOTES" to these rules to help you better understand the intent of the rules and to better understand your options. We have seen some spend a lot of money before they take their cars out on the track which is not necessary – a luxury but not necessity. Remember this is an "up-to-spec" so you can bring your bone stock car, plus required safety equipment and run it just the way it is. Notes are NOT considered part of the rules and should be evaluated as such.

WARNING: If you are operating in the gray area of the rules, do not be surprised if a scrutineer determines your car to be illegal. The primary intent of this class is to create cars that are equal so if you are making a change that creates competitive advantage you are more than likely not operating under the spirit of the rules. If you are in doubt – ask someone.

22.2.2 General Rules

22.2.2.1 All BSX cars must be street legal.

22.2.2.2 All parts must be factory stock (OEM) from one of the eligible years, except where otherwise noted. No upgrade to any Boxster S component is allowed unless specified in these rules.

22.2.2.3 Any modification not expressly covered by these rules is prohibited. 22.2.2.4 No modification of spec parts permitted.

22.2.2.5 Non-stock parts can have no potential for aerodynamic impact.

22.2.3 Eligible Models

1997-1999 Porsche 986 Boxster. 2.5 motor Part U M96.20.

22.2.4 Safety

All safety requirements are subject to the rules of the event sanctioning body.

22.2.5 Roll Bar / Roll Cage

All BSX cars must have as minimum rollover protection the GSR Autosport GSR-BSX001 or Brey-Krause R-3010 roll bar extension bolted to factory equipment roll hoops and padded as per sanctioning body rules. Roll cages are optional.

NOTE: We understand there is a desire and/or need to improve the safety in the BSX class. It is for this reason that we have left roll cages as an alternative. It is up to the sanctioning body to determine if the added roll cage structure eliminates the requirement for the roll bar extension.

22.2.6 Weight

22.2.6.1 Vehicle weight

Minimum weight requirements must be met immediately following all timed sessions.

Minimum weight = 2950 lbs including driver.

22.2.6.1.1 The choice of which non-performance systems/accessories to remove in order to lighten the vehicle is unrestricted.

22.2.6.1.2 Batteries may be swapped for a lighter type, but must be securely mounted in the stock location.

22.2.6.1.3 No drilling or sawing of metal body panels for lightening unless specifically allowed. 22.2.6.1.4 Minimum weight includes driver.

22.2.6.1.5 Spare tire may be removed.

22.2.6.2 Ballast Weight

22.2.6.2.1 Ballast may be added to meet minimum weight but may not exceed 50 lbs. Ballast must be installed according to sanctioning body rules.

22.2.6.2.2 Max 25 lbs bolted to the floor behind passenger seat OR retain passenger seat.

22.2.6.2.3 Ballast weight must be first added to the driver side, up to the max, before weight can be added to the passenger side.

22.2.7 Chassis

22.2.7.1 Seam welding of the chassis is not allowed.

22.2.8 Engine

22.2.8.0 All engines and their mechanical and electrical components must remain stock in specifications including tolerances except for:

- IMS (Intermediate Shaft) bearing upgrade allowed
- Engine and transmission must remain in their OEM location

22.2.8.1 Engine/Transmission Mounts

22.2.8.1.1 No solid or semi-solid engine or transmission mounts are allowed. **22.2.8.2**

Cooling System

22.2.8.2.1 Radiator fans may be direct wired with a switch. Radiator fans may NOT be removed.

22.2.8.2.2 One additional radiator, placed in the center of the grill area is allowed.

22.2.8.2.3 Boxster S or 996 center radiator (part # 996.106.037.51) is allowed as an addition to the stock system.

22.2.8.3 Oil Cooling

22.2.8.3.1 The factory oil cooling system must remain stock, except for the following allowed modifications:

- External oil cooler
- Upgrade to a Boxster S oil cooler (part # 996.107.025.57)
- Deep sump oil pan
- Accusump oil accumulator

NOTE: We have seen many BSX cars run without any additional cooling. Don't feel that this is absolutely critical to get out on the track. Monitor your temps and evaluate as needed.

22.2.8.4 Air Filter

22.2.8.4.1 No modifications to the factory engine air inlet or intake system. 22.2.8.4.2 Drop in OEM size/style replacement air filters only (part #996.110.131.04).

22.2.8.5 Fuel Tank & Filler

22.2.8.5.1 OEM fuel tank may not be modified and must remain in the stock location.

22.2.8.6 Fuel & Spark Plus

22.2.8.6.1 Maximum 91 Octane fuel.

22.2.8.6.2 Spark plugs = Beru 14 FR-7 LUD.

22.2.8.7 Pulley / Belt System

22.2.8.7.1 Alternate under-drive crank pulley is allowed, minimum 4" diameter, measured at the grooves.

22.2.8.7.2 No modification allowed to: water pump, power steering pump, alternator, a/c pump, idler pulleys and all must be operable and belt driven.

NOTE: Most BSX cars we have seen have not installed an under drive pulley. Again, if you are doing a lot of track days, this may reduce stress on belt driven components.

22.2.8.8 Computer Engine Management System

The stock computer engine management system must remain unmodified. This includes any and all modifications to the immobilizer or related electronic components. No other engine management system may be added.

22.2.8.8.1 No aftermarket chips are allowed.

22.2.8.8.2 No re-mapping or flashing of factory chips is allowed.

22.2.8.9 Exhaust System

22.2.8.9.1 Exhaust manifolds must remain stock.

22.2.8.9.2 Catalytic converters may NOT be removed. 22.2.8.9.3 All other exhaust components are unrestricted.

22.2.9 Transmission / Differential

22.2.9.0 G86/00

22.2.9.0.1 Must remain OEM with unmodified components (no coatings or non-stock parts) except for the following:

- A transmission oil cooler is allowed

NOTE: The stock transmissions have proven to be somewhat delicate. Adding an additional cooling option for the transmission is seen as a reliability option and provides no performance advantage.

22.2.9.0.2 May be rebuilt but must retain OEM gear ratios:

- 1st 10:35 = 3.500
- 2nd 17:36 = 2.117
- 3rd 28:40 = 1.428
- 4th 34:35 = 1.029
- 5th 38:30 = .789
- Final drive is 9:35 = 3.889

22.2.9.1 Clutch

22.2.9.1.1 Any approved clutch disc and clutch cover (pressure plate) may be used. Approved clutch kits, pressure plates and clutch discs:

- Factory replacement clutch kit (part U 986.116.911.00/01) - Contains (1) clutch disc, (1) pressure plate and (1) release bearing.
- Genuine Porsche Clutch Disc (PartU 987.116.01.00)
- Sachs Clutch Disc "Sport" Rigid Hub w/ Organic Lining Higher Friction (Part U 88 1864 999 959)
- Sachs Performance Sport Pressure Plate (part U 88 3082 999 754)

NOTE: Stock replacement parts work fine. If you don't have any issues, don't bother replacing until you have an issue.

22.2.9.1.2 Flywheels must remain stock (partU 986.114.012.01), lightened aluminum flywheels are not allowed.

22.2.9.2 Differential

Must remain within OEM specifications.

22.2.9.3 Shifters

Short shift kits are allowed, but not recommended.

NOTE: The syncro gears in the stock transaxle are a bit delicate so the added abuse of very quick shifts isn't necessary a good thing over the long haul.

22.2.10.0 Suspension / Steering Components

22.2.10.0.1 All suspension components not otherwise listed must be OEM parts.

22.2.10.0.2 All suspension components must be mounted in the unmodified OEM original mounting locations.

22.2.10.0.3 No urethane bushings are allowed.

22.2.10.1 Shock Tower Braces

22.2.10.1.1 No modification of the shock tower is allowed. 22.2.10.1.2

Strut braces are not allowed.

22.2.10.1.3 Camber plates are not allowed.

22.2.10.2 Control Arms (A-Arms)

22.2.10.2.1 Control Arms (A-Arms) must remain stock. **22.2.10.3**

Springs & Shocks

22.2.10.3.1 Shocks: Bilstein PSS9 part number 48-181440 (supersedes part U F4-GM5-8847- H0). PSS10s NOT allowed.

22.2.10.3.2 No in-cockpit adjustability. Stock valving only.

22.2.10.3.3 Springs may NOT be changed from comes with the Bilstein PSS9 kit. 22.2.10.3.4 All spring and shock systems must mount in the OEM location only.

22.2.10.4 Sway Bars (Anti-Roll Bars)

22.2.10.4.1 Front: H&R (PartU 70779) OR Porsche GT3 (PartU 996.343.701.90) 22.2.10.4.2

Rear: H&R (PartU 71779) OR Tarett Engineering (PartU 986 RSBA).

22.2.10.5 Drop Links

22.2.10.5.1 Front: Tarett Engineering (part U 996FDLNK), Tarett Engineering GT3 “long” links (part U EXTFDLNK) or modified stock.

22.2.10.5.2 Rear: Tarett Engineering (part U 996RDLNK) or stock (Modified stock allows for a shortening of 2" for use with GT3 front sway bar).

22.2.10.5.3 Must mount to OEM shock location except for Tarett Engineering GT3 “long” links (part U EXTFDLNK) which mount to a provided threaded collar.

22.2.10.6 Toe Links

22.2.10.6.1 Rear: Stock or Tarett Engineering (part U 996TLNK). **22.2.10.7**

Ride Height

22.2.10.7.1 Front: Minimum 90mm as measured at front cross of aluminum cross member (all parts and bolt heads).

22.2.10.7.2 Rear: Minimum 90mm as measured at front-to-rear braces, near sway bar (all parts and bolt heads).

NOTE: Shocks and sway bars are the biggest performance upgrade you will make to your BSX car, but don't think you have to make this major investment before you head out to the track. Get out and get some seat time in stock configuration. Maybe add sway bars at some point. When you are ready to go all in, pony up for

the shocks. Front stock drop links can be modified and stock rear drop links work fine without modification. Toe links are again a nice to have but not necessary.

22.2.10.8 Toe Links

22.2.10.8.1 Rear: Stock or Tarett Engineering (part # 996TLNK).

22.2.11 Wheels & Tires

22.2.11.1 Wheels

22.2.11.1.1 Any factory or aftermarket cast aluminum rim intended for use on the Boxster matching the original offset is allowed.

22.2.11.1.2 Wheel weight must be equal to or greater than stock: 22.2.11.1.3

Wheel dimension and offset:

- Front 17x7 inch - 18.5lbs minimum - 55mm offset
 - Rear 17x 8.5 inch- 20 lbs minimum - 48-50mm offset
- Or (but not recommended)
- Front 16x6 inch - 50mm offset
 - Rear 16x7 inch- 20 - 50mm offset

22.2.11.1.4 Steel bolts or lug nuts are required. Wheel spacers are not allowed. Hubs may be converted to studs in place of wheel bolts. 11.2 Tires

22.2.11.1.5 Toyo R888 or any DOT street tire with a UTQG tread wear rating of 100 or greater.

Max dimensions:

- Front: 225x45x17 or 205x55x16
- Rear: 255x40x17 or 225x50x16

NOTE: Tires are probably the first thing you want to upgrade to improve the performance of your BSX car. Street tires are not meant for the abuse of the track. A good set of track tires will add a lot of additional mechanical grip without having to make any permanent changes to your car – put them on to go to the track and take them off when you get home. Use your street tires for daily driving.

22.2.12 Brake System

22.2.12.1 Brake pads are unrestricted.

22.2.12.2 Steel braided brake lines are allowed.

22.2.12.3 Brake dust guards may be removed.

22.2.12.4 The emergency brake, lever and/or cables and all associated parts may be removed.

22.2.12.5 Brake cooling systems are allowed, provided they use only air to cool brake components. Air may be vented through the front air dam for brake cooling.

22.2.12.6 Rotors

22.2.12.6.1 OEM or OEM equivalent brake rotors required. Rotors must be within OEM tolerances at all times.

22.2.12.6.2 Rotors may be drilled and/or slotted.

22.2.12.6.3 Brake calipers must be OEM or OEM equivalent parts. No modifications allowed.

22.2.13 Battery

22.2.13.1 OEM location, minimum 10 lbs.

22.2.14 Data acquisition and in-car timing equipment

22.2.14.1 Data acquisition systems are free.

22.2.15 Appearance

22.2.15.1 General

22.2.15.1.1 The class nomenclature of BSX (Boxster Spec - X) shall appear on each side and the rear of the car in 4" contrasting letters.

22.2.15.1.2 Soft convertible tops and all associated motors and assemblies may NOT be removed except for those cars that have installed a full six point roll cage. For those cars that have installed a full six point roll cage the soft convertible top and all associated motors and assemblies may be removed – factory hardtop or fiberglass replica hardtop must be installed.

22.2.15.2 Bodywork

22.2.15.2.1 No Carbon fiber is allowed.

22.2.15.2.2 The front bumper must be located in the factory position and cannot be moved in any way.

22.2.15.2.3 Approved bumpers:

- Stock (Front: part # 986.505.311.03, Rear part # 986.505.411.00) - stock front bumper may be cut out for additional radiator.
- Stock Boxster S (Front: part # 986.505.311.04)
- 996 Carrera 2 - same as found on US delivered 1999 C2 model (Front: part # 996.505.311.04/06)

- 22.2.15.2.4 Hood (part U 996.511.011.02) and deck lid (part U 986.512.011.01/02) must remain stock.
- 22.2.15.2.5 Front fenders (left part U 996.503.031.01, right part U 996.503.032.01/03) must remain stock.
- 22.2.15.2.6 996 GT3 style front splitter (part U 996.505.986.91) or replica only allowed.
- 22.2.15.2.7 Splitters may not extend forward of the front bumper, nor lower than 3" from the bottom of the front bumper.
- 22.2.15.2.8 Factory (left part U 986.559.981.00, right part U 986.559.980.00) or factory replica side skirts allowed.

22.2.15.3 Hardtops

- 22.2.15.3.1 Hard tops be either factory or aftermarket fiberglass replicas of the factory roof with factory profile. No carbon fiber.
- 22.2.15.3.2 Rear window must be stock in appearance with no venting (can be Lexan material).
- 22.2.15.3.3 Hard tops must weigh a minimum of 10lbs.

NOTE: This was added to dissuade extreme lightweight hard top designs that among other things, flex to alter the top profile.

22.2.15.4 Exterior

Any exterior modification that is determined to have no performance enhancing value is allowed. This includes but is not limited to radiator inlet screens, side inlet scoops and screens, ventilation ducts to brakes or to the passenger compartment.

- 22.2.15.4.1 License plates, license plate frames, license plate lights, and insignias and emblems may be removed.
- 22.2.15.4.2 Hood pins are allowed and recommended. Stock hood latches may be disabled or removed.
- 22.2.15.4.3 All headlights and taillights must remain stock. Headlights may be covered.
- 22.2.15.4.4 Rear spoiler may be left in the upright position. Rear spoiler lift motor may be removed.
- 22.2.15.4.5 Rear bumper license plate area may NOT be cut out. 22.2.15.4.6
- Tow hook hole max 6" x 3".
- 22.2.15.4.7 No other modifications permitted.

22.2.16 Interior

- 22.2.16.1 The driver or passenger seats may be replaced with any seat suitable for competition, and must be installed accordance with the sanctioning body.
- 22.2.16.2 Passenger seat may be removed.
- 22.2.16.3 Factory dashboard instrument pod must remain intact.
- 22.2.16.4 Additional gauges may be added.
- 22.2.16.5 996 instrument cluster may be used.
- 22.2.16.6 Factory navigation systems and all airbags may be removed but not recommended if car is going to be driven on the street.
- 22.2.16.7 Any steering wheel may be used except wood rimmed type steering wheels.
- 22.2.16.8 Quick release steering hubs are allowed.
- 22.2.16.9 Steering wheel lock may be disabled.
- 22.2.16.10 Factory engine cover must remain in the stock and latched position. 22.2.16.11 The driver's side floor mat must be removed.
- 22.2.16.12 Factory door beams must remain intact or NASCAR style side intrusion door bars must be added.
- 22.2.16.13 All other interior items (floor carpet, door liners, etc.) must remain if not specifically allowed removal.

NOTE: Remember, if you are thinking about eventually moving up to the BSR class, just about everything you do in the BSX class, other than most notably the roll bar extension, can be used in the BSR class so there is very little time and money wasted starting in BSX and moving to BSR at a later time.