

April 2024 Interim Club Racing rules changes.

From: PCA Club Racing Rules Committee

April 14, 2024

The following changes to the PCA Club Racing rules are effective immediately or as stated in the rule change.

I. SPC ABS

The stock Cayman ABS may be modified by installing the RHT Motorsports MK60E1.SPC TEVES based ABS system. This allowance is permissive, not mandatory, but if done it should resolve an intermittent ice pedal/brake malfunction which has been experienced by a growing number of racers.

II. TIMING TRANSPONDERS:

PCA Club Racing Rule Book Car Requirements rule 5 is amended by the addition of the emphasized word:

5. Every racecar must have a **working** transponder compatible with the PCA Timing & Scoring system installed.

Problems with transponders continue to cause more headaches than our volunteer timers should have to deal with. It is the responsibility of each racer, and not any shop supporting the car, to do all that is required to insure that the transponder's correct number appears on the registration list for the event, that it (and not some other transponder) is installed in the car, that it is turned on if a switch (not a good idea given human frailty) is involved, that it is charged if it has its own battery, that the connection if powered from the car is not damaged (the red LED on the unit lights when the unit is powered), and that the subscription, if the unit requires that, has been renewed. And, of course, the unit must be mounted so that it can "see" the track surface where the timing loop is buried. If there is any suspicion that there is a problem, contact a timer as soon as you arrive. Most tracks have a hot pit timing loop which can be conveniently used to see if a transponder is working.

III. ME1 INTERIM RULES CHANGES

ME1 is expanded to include the 986 2.5 liter Boxster chassis if the owner wishes to replace the M96.20 2.5 liter engine with the 2.7 liter M96.22 or M96.23 engine and optionally chooses to run the G86.20 transmissions allowed in ME1. This includes special provisions for cars previously built to SPB specifications which will allow them to retain their SPB suspension specifications should the owner desire that.

Additional interim changes are made as noted.

I. SPB to ME1 Conversion Requirements

Following are the requirements to perform a conversion from SPB to ME1:

- 1) The powertrain (engine/transmission) and ECU must meet the requirements of the ME1 spec for the 986 base Boxsters from 2000-2004.
- 2) SPB Suspension. SPB racecars may use one of the following for suspension conversion:
 - a. Run their current (legal) SPB suspension as is.
 - b. Make coilover modifications using the stock SPB dampers and upgrade the tophat and spring (600/650lb-in) assemblies to the ME1 spec. Tarret offers a kit to perform the upgrade.
 - c. Perform a full upgrade to ME1 spec coilovers and shocks.
- 3) The front sway bar may remain the same or be can changed to ME1 spec.
- 4) SPB aero may remain the same or be upgraded to the ME1 spec (rear wing upgraded).
- 5) The SPB brake system, bodywork and interior may remain the same.
- 6) The SPB must meet the weight for the 00-04 986 Boxsters and tire/wheel requirements of the ME1 spec.

II. The following changes apply to the current rules as well as any SPBs converted if applicable:

- 1) 986 Boxsters may use Boxster S 299mm stock calipers in the rear. They may also use the "S" rear hubs/carriers and "S" axles as all three are needed to use the G86.20 6 spd transmission. 987.1 Boxsters/Caymans may use the "S" axles required to use the G87.20 6 spd transmission.
- 2) 2000-2004 986 Boxster "S" chassis are allowed as long as components such as front brakes (299mm rotors and base calipers) are converted to 986 base parts and a motor and transmission compliant with these rules are installed.
- 3) The new Toyo R tire is allowed as an option beginning June 1, 2024.