



## 2022 PCA CLUB RACING RULES CHANGES

November 23, 2021

From: PCA Club Racing Rules Committee  
Walt Fricke, PCA Club Racing Rules and Tech Coordinator

The following changes will be made to the Rules, effective for the 2022 season.

### Rules adopted after racer comment considered:

#### Safety

*An FIA or equivalent rain light is required to be turned on when on track in conditions wet enough to reduce visibility.*

Note that this does not require that a car have rain lights, only that such cars can't drive in conditions requiring a rain light. Some comments suggested a more detailed rule, but leaving it flexible and functional means no one racing with organizations with more specific rules will need to change anything, and racers and shops can use ingenuity if desired despite the relatively low cost (compared to a single race tire) of some FIA spec rain lights.

#### Stock

*1) Air cooled 911s through the end of the Carrera 3.2 (G body) may extend two roll cage tubes through the rear firewall, and two through the front firewall. The front bars may not attach farther forward than the center of the shock tower suspension adjustment opening.*

*2) Aftermarket starter motors are allowed.*

#### GTC

*The GTC5 wheels need not be the originally specified part, but must be 3-piece wheels of the same width, diameter, metal, and offsets as specified for the class. The requirement that substitute rims be of the same metal (i.e., no carbon fiber or magnesium) is also applied to the existing rule for GTC3 and 4 rims.*

#### SP911 and 911 Cup

*1) SP911 cars may elect to race in 911 Cup, under the SP911 rules and configuration. Such cars may change their registered class from race run group to race run group using the normal Change Request form at the event. National championship points will apply only in the class applied in each particular race run group.*

*2) SP911 cars must have a current dyno sheet available for scrutiny at the track. Current means subsequent to the last time any engine internal component, or intake or exhaust component was*

*changed. This does not include reinstalling the same component. The form which must accompany the dyno sheet, and the required test instrument and procedure, will follow the Porsche Racing Club's last published procedure as amended by PCA, and will be found in an appendix to the rules. All cars built to SP911 specifications will be subject to dyno testing at the track without regard to whether running as SP911 or 911 Cup.*

## **Additional Rules adopted for 2022**

### **Safety:**

It is recommended that air bags be disabled or removed.

### **Stock:**

996 and later bodied models may cut upper shock mount sheet metal to allow full use of the factory adjustment slots if shock adjusters protrude enough to hit the metal, but only enough as is needed for the adjustment purpose.

Air cooled 911s may use any stock Porsche oil pump available on stock 911s with Metzger engine cases.

### **All classes:**

Appendix F, Approved Aftermarket Parts: Aftermarket front lower control arm ball joints with a thicker strut attachment pin are allowed. This does not allow offset ball joints.

### **SP1/2:**

The Paragon caster block is specified in Appendix F, Approved Aftermarket Parts, for use in these classes. Its inclusion is to remove questions about whether it meets the existing SP rules - it does.

### **SP3:**

944s with the 2.7 liter stock engine may run in SP3 as long as they meet SP2 specifications. This is for racers who find they are the only SP2 car entered in an event and wish to run in SP3 despite the performance disadvantage resulting.

### **SPB:**

Rear fender side scoops are allowed only on the right side stock cooling air opening. This resolves an ambiguity in the rules.