



# Competition Regulations | 2013

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## Section 1 – Purpose of CaymanSpec Regulations

The letter and spirit of these regulations are intended to govern closed course racing among standard Porsche Cayman S cars, encourage fair and even competition, further driver development, control both build out and running costs, and reinforce the expectation of honorable behavior among participants.

Proper application of these rules is intended to govern two car classes that are broadly applicable among multiple sanctioning bodies (e.g., Porsche Owners Club, etc.) where driver skill and car setup are the primary determinants of both race and championship winners.

Safety, reliability, consistency, and increasing car count will govern the continual development of these regulations. Speed and comparative performance to other classes are secondary considerations.

Through acceptance by the Porsche Owners Club (POC), the dedicated race car class is referred to as CaymanSpec or Cayman Spec Racer using the class designation CSR. Cars built to CSR spec also align fairly competitively in NASA GTS-3 and PCA GTB1.

A second CaymanSpec class definition – CSX - is included to encourage more participation and ease the transition from an improved street/track car to a full race CSR. CSX allows most CSR reliability and performance modifications, generally excepting aerodynamic additions, with a mandatory higher minimum weight (negates value of interior removal). Specific CSX limits are called out in each section of the rules.

## Section 2 – Definitions

- 2.1 POC - Porsche Owners Club
- 2.2 CSR – CaymanSpec Racer – Approved for all POC Series (PDS, TT, Cup Racing)
- 2.3 CSX – CaymanSpec Street – Approved for PDS and TT only

## Section 3 – Eligibility

Current eligibility is limited to model year 2006, 2007, and 2008 3.4 liter Cayman S USA specification cars (Type 987C.1) that are properly modified per CaymanSpec regulations. 2009-2012 Cayman S cars (Type 987C.2) built to the full Cayman Interseries specification (including weight) are also eligible to run CSR.

Integration of other Porsche Type 987 production cars is encouraged (e.g., Type 987C.2 Cayman S with TBD weight penalty, Type 987.1 or 987.2 Boxster S). Eligible “donor” cars must have been manufactured for street use, with all standard parts, and not produced solely for racing purposes.

## Section 4 – General Rules

All modifications must be governed by either these regulations or by the rules of the sanctioning organization (e.g., POC). In the event of conflict, sanctioning organization rules will govern (e.g., safety equipment). Proper class designation (CSR or CSX) must be visible on the car per sanctioning organizations general competition rules.

No change may be made to a standard car that is not explicitly allowed by these rules. There is no “grey area”. If it is not called out in either the general rules or in specific sections the change is not allowed without the permission of the CaymanSpec rules chairman and the POC Competition Director.

Changes made to the car without the knowledge of the driver are not a defense for disqualification.

## Section 5 – Safety

Sponsoring organization (e.g., POC) regulations will govern all safety requirements.

## Section 6 – Allowable Modifications

- 6.1 All modifications, additions, or deletions explicitly mentioned in the sub-sections below are allowed, but may not be required. Stock components are allowed (except tires). Where changes are not explicitly mentioned all parts of the reference system must be kept stock. No cockpit adjustable systems are allowed (e.g., brake bias, sway bars, dampers, etc.) except factory installed PSM and PASM systems (original programming must be maintained for PASM system).
- 6.2 Fuel System
  - 6.2.1 OEM fuel tank or approved fuel cell is required – fuel filler may be relocated to front trunk (use of dry break fueling system OK), but must not be connected to the hood
  - 6.2.2 Total fuel capacity must not exceed OEM specification of 16.9 US gallons
  - 6.2.3 Any commercially available gasoline up to and including 100 octane
  - 6.2.4 All OEM fuel system emission control/recovery systems must remain in place when the stock fuel tank is maintained
- 6.3 Brakes
  - 6.3.1 Emergency brake system and all associated components may be removed
  - 6.3.2 Brake heat shields may be modified or removed
  - 6.3.3 Steel braided brake lines may be installed

- 6.3.4 Brake pads and brake fluid are open
- 6.3.5 Brake rotors may be replaced with any rotor of the similar (+/- 5 mm dia) dimension as stock rotor including solid, drilled, or slotted rotors. Brake calipers must remain stock.
- 6.3.6 Ducting of air through the front valance to the brakes is permitted. Fog lights may be removed to facilitate placement of air ducts and/or increase air flow to radiators
- 6.3.7 Installation of Porsche OEM "GT2" front wheel liners and air deflectors are allowed as a means to increase front brake cooling
- 6.3.8 Rear brake cooling is allowed via Porsche "997 turbo" ducts or similar
- 6.3.9 "Yaw sensor" may be deactivated or removed
- 6.4 Suspension
  - 6.4.1 OEM PASM system may be removed
  - 6.4.2 OEM struts may be replaced – dampers are open (this "open" provision will be reviewed for 2014 – may restrict to street/track type dampers if competitors desire)
  - 6.4.3 Any spring rate may be used
  - 6.4.4 Solid suspension mounts and bushings OK
  - 6.4.5 Strut braces are permitted (must not require drilling or welding of the chassis)
  - 6.4.6 Installation of GT3 adjustable lower control arms is allowed both front and rear
  - 6.4.7 Adjustable "toe links" and "tie rods" are permitted (bump adjustment OK)
  - 6.4.8 Front sway bar is open, with the exception of "bladed" sway bars
  - 6.4.9 Rear sway bar is open, with the exception of "bladed" sway bars
  - 6.4.10 Drop links and drop link mounting locations are open
  - 6.4.11 Suspension pickup points must remain stock (except drop link mount points)
- 6.5 Wheels
  - 6.5.1 Front: 9" width max; Rear: 10" width max
  - 6.5.2 Wheel spacers are allowed up to 15 mm thickness
  - 6.5.3 Conversion to studs is allowed

- 6.6 Tires
  - 6.6.1 CSR - Any DOT R tire is permitted (e.g., Hoosier R6, Kumho V710). One set per event (two-race weekend). Enduro events (1 hour or longer) are excluded from limit
  - 6.6.2 CSX – Any DOT R tire with a tread wear rating of 100 or greater (e.g., Nitto NT-01)
- 6.7 Power Steering
  - 6.7.1 Any reliability oriented modification to the OEM power steering system is allowed, including the replacement of the fluid lines and fittings, replacement and/or relocation of the fluid reservoir and installation of a remote fluid cooler
  - 6.7.2 Electric power steering system is permitted (e.g., Porsche 997 GT3 Cup)
- 6.8 Engine – M97.21 (3.4L) for 987.1 or 9A1 (3.4L) for 987.2
  - 6.8.1 Blueprinting and balancing of the engine is allowed – no modification to the lightest of any multiple components (e.g., lightest piston) ; pistons, bore, stroke, and compression ratio must remain stock ; no modification to the cylinder heads other than machining to bring compression ratio to OEM specification
  - 6.8.2 Any reliability oriented modification (considering the limits of 6.8.1) to the engine is allowed including machining of the OEM crank to improve oiling, installation of high strength connecting rods, installation of an oil sump extension, and modification to the oil de-aeration system (replacement with 996 “swirl pots”)
  - 6.8.3 Installation of an Accusump system is permitted
  - 6.8.4 Installation of the “motorsports” twin chamber Vapor Oil Separator (VOS) is allowed
  - 6.8.5 Installation of external oil cooler is permitted
  - 6.8.6 Intake to remain stock (including air box, plenum, throttle body, and manifold). Filter element is open – restrictor plate and snorkel may be removed
  - 6.8.7 Exhaust is open (catalysts may be removed and headers installed) within track db limits
  - 6.8.8 Underdrive crank pulley is allowed
  - 6.8.9 Addition of the OEM center radiator is permitted
  - 6.8.10 Modification to the OEM ECU program is permitted (e.g., flashing)
  - 6.8.11 Air conditioner, air pump, cruise control and accessory components may be removed

## 6.9 Driveline

- 6.9.1 TBD or LSD is permitted
- 6.9.2 Lightweight flywheel is permitted
- 6.9.3 Performance clutch is permitted (must maintain OEM dimension)
- 6.9.4 Transmission may be re-built, but must maintain stock surfaces and gear ratios
- 6.9.5 Short shift kit is permitted
- 6.9.6 External transmission cooler is permitted

## 6.10 Body

- 6.10.1 CSR - Removal of the forward side windows and window mechanism is permitted
- 6.10.2 CSR- Removal of the door internal bracing is permitted
- 6.10.3 Front and rear bumper may be modified to allow for the installation of tow hooks – bumpers must remain in the stock location.
- 6.10.4 CSR - Rear bumper center section may be cut out (area recessed for license plate) to allow for improved engine and transmission cooling
- 6.10.5 Protective screen material may be installed on intake and cooling air openings
- 6.10.6 Battery must remain in stock position (lightweight battery OK)
- 6.10.7 CSR - OEM rear wing may be augmented with any **single element** wing having maximum dimensions of 9.75 inches x 60 inches or 10.0 inches x 58.5 inches. Wing may not extend above the roofline or beyond the rear bumper cover (“bumperettes” are not considered part of the rear bumper cover). OEM wing mechanism may be removed
- 6.10.8 CSR - Front splitters may not extend more than two inches forward of the front bumper
- 6.10.9 CSX – No aerodynamic modification is allowed – no aftermarket wings, splitters, side skirts, engine intake trim, etc. OEM optional equipment is allowed (e.g., aerokit)
- 6.10.10 CSR – Internal bumper structures may be removed
- 6.10.11 CSR – Any unused wiring, connectors, brackets, and/or heat shielding may be removed
- 6.10.12 CSR – Front trunk trim may be removed
- 6.10.13 All body panels and under car panels (if retained) must remain in the stock location and use the factory mounting points – under body panels may be removed

## 6.11 Interior

- 6.11.1 CSR - Passenger seat may be removed
- 6.11.2 CSR - All interior trim, with the exception of the upper portion of the OEM dash, may be removed. Dash surface/cover must remain stock (no stripping of foam and cover)
- 6.11.3 Dash and other interior may be modified to allow for installation of roll cage
- 6.11.4 Airbags may be removed
- 6.11.5 Steering wheel may be replaced with a race-type steering wheel
- 6.11.6 Steering wheel quick release is permitted
- 6.11.7 CSR - HVAC, audio and other comfort systems may be removed
- 6.11.8 Driver service items may be installed (e.g., mirrors, cool suit, radios, cameras, etc.)

## Section 7 - Weight

- 7.1 CSR - Minimum weight including driver is 2875 pounds (1299 Kg)
- 7.2 CSX - Minimum weight including driver is 3250 pounds (1468 Kg) – Pending
- 7.3 No more than 66 pounds (30 kg) of ballast may be added to make weight
- 7.4 Any ballast must be properly contained and bolted to floor in the passenger seat well

## Section 8 - Revisions

- 7.1 Suggested revisions to the rules will be considered by the POC Competition Committee
- 7.2 Periodic (during the season) rules revision may be necessary to correct errors
- 7.3 Annual revisions will be effective January 1<sup>st</sup>. Suggested rules revisions must be submitted to via the POC web forum no later than July 1st for consideration by the rules team. Preliminary comments will be provided by October 1<sup>st</sup> and final revisions will be published by November 1<sup>st</sup>