



TITLE PARTNER



# **Porsche Air-Cooled Cup USA**

## **2019 Regulations**

Competent Motorsport, LLC is proud to sanction the inaugural 2019 season of the Porsche Air Cooled-Cup USA racing series.

This series and these competitions are sanctioned by Competent Motorsport, LLC under its Technical Regulations (v15.10) and General and Sporting Regulations (v15.14) at: [www.competentms.com](http://www.competentms.com)

The Porsche Air-Cooled Cup USA series enjoys technical and parts-support from Porsche Motorsport North America and is proudly sponsored by Pirelli Tires.

In order to provide for the orderly conduct of these competitions, the Technical Regulations are provided; and in conjunction with the General and Sporting Regulations shall comprise the regulations for the conduct of the 2019 Porsche Air-Cooled Cup USA series events. All participants in these competitions and any part of this series must be fully aware of and are subject to these regulations and shall be bound by them, as they may be amended, supplemented or superseded.

This is the inaugural season for the Porsche Air-Cooled Cup USA and as that rules and regulations have some flexibility. As we develop a more definitive Porsche Air-Cooled Cup USA rules set for 2020 and beyond we look forward to the input from Air-Cooled competitors.

## Porsche Air-Cooled Cup USA Class A Specification V1.7

**Class:** Air-Cooled Cup – A

**Description:** 964 Cup (1990-1993) / 993 Cup (1994-1997)

**Concept:**

One make racing using stock OE, as delivered from PMNA/Porsche AG 911 Cup cars. All cars must be original Porsche Cup cars manufactured by Porsche AG, and the VIN numbers must reflect this. No aftermarket conversions to Cup cars are permitted.

**NOTE #1:** 911 Cup cars defined by Porsche using FIA standards for safety components.

**NOTE #2:** All cars Must have a roll cage conforming to FIA Appendix #253 or similar regulations/ double Drivers door bars are required/ All Roll Cages and safety devices are subject to the Competent Motorsport, LLC Technical staff approval. (see CMS Technical Regulations V15.10 on the website)

**NOTE #3:** All Drivers equipment to be of the highest standard. (see CMS Technical Regulations V15.10)

**NOTE #4:** All cars to have a current Fuel Cell and Fire System. (see CMS Technical Regulations V15.10)

**NOTE #5:** All cars to be raced in their original period specifications/ dash boards, bodywork and general appearance.

**NOTE #6:** All Air-Cooled events will be run under Competent Motorsport, LLC General & Sporting Regulations, Technical Regulations and Event Supplemental Regulations, found at: [www.competentms.com](http://www.competentms.com)

ITEM	DESCRIPTIPON
<b>Eligible Cars</b>	<ul style="list-style-type: none"> <li>• Porsche 964 Cup (1990-1993) as raced in Porsche Supercup/Carrera Cup</li> <li>• Porsche 993 Cup (1994-1997) as raced in Porsche Supercup</li> </ul>
<b>Engine Specification</b>	<ul style="list-style-type: none"> <li>• <b>964 Cup</b> <ul style="list-style-type: none"> <li>• 3,600cc/ naturally- aspirated flat- six</li> <li>• Bore 100.6mm/ stroke 76.4mm</li> <li>• Bosch Motronic M2.1</li> <li>• Fuel injection</li> <li>• Type: M64/03 (1990-92) M64/03 RS (1992-93)</li> <li>• Fuel: 98 octane unleaded</li> </ul> </li> </ul>



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	<ul style="list-style-type: none"> <li>• <b>993 Cup</b> <ul style="list-style-type: none"> <li>• 3,746cc/ naturally- aspirated flat-six</li> <li>• Bore 102mm/ stroke 76.4mm</li> <li>• Compression ratio: 11.5:1</li> <li>• Type: M64/70</li> <li>• Sequential multi-port fuel injection</li> <li>• Dual spark ignition</li> <li>• Bosch Motronic M2.10</li> <li>• Racing exhaust system with two lambda sensors controlled catalytic</li> </ul> </li> <li>• Fuel: 98 octane unleaded</li> </ul>
<b>Gearbox Specification</b>	<ul style="list-style-type: none"> <li>• <b>964 Cup</b> <ul style="list-style-type: none"> <li>• G50/10, 5-speed manual transmission</li> <li>• Competition gear ratios, steel synchronizers</li> <li>• Lightweight flywheel and sports clutch</li> <li>• Limited slip differential</li> </ul> </li> <li>• <b>993 Cup</b> <ul style="list-style-type: none"> <li>• 6-speed manual transmission</li> <li>• Single mass flywheel with sport clutch</li> <li>• Limited slip differential with 40%/ 60% locking factor</li> <li>• Ring and pinion ratio: 9:31</li> </ul> </li> </ul>
<b>Brake Package</b>	<ul style="list-style-type: none"> <li>• <b>964 Cup</b> <ul style="list-style-type: none"> <li>• Turbo spec calipers/ finished in Black</li> <li>• Turbo spec discs</li> </ul> </li> <li>• <b>993 Cup</b> <ul style="list-style-type: none"> <li>• Fixed caliper disc brake system with electro-hydraulic power assistance</li> <li>• Cross drilled brake discs</li> <li>• Front: Brake calipers with 2x 44mm and 2x 36mm pistons with 322mm diameter discs</li> <li>• Rear: Brake calipers with 2x 30mm and 2x 43mm pistons with 299mm diameter discs</li> </ul> </li> </ul>
<b>ABS Number</b>	<ul style="list-style-type: none"> <li>• 964 Cup <ul style="list-style-type: none"> <li>• Bosch ABS</li> </ul> </li> <li>• 993 Cup <ul style="list-style-type: none"> <li>• Bosch ABS 5</li> </ul> </li> </ul>
<b>Wheel Size, Offset and Manufacturer</b>	<ul style="list-style-type: none"> <li>• <b>964 Cup</b> <ul style="list-style-type: none"> <li>• Front: 964/ 7"x 17" one-piece SM (1990-91)</li> <li>• Rear.: 964/ 9"x 17" on piece SM (1990-91)</li> <li>• Front: 964/ 8"x 18" three-piece Speedline (1992-93)</li> <li>• Rear: 964/ 9.5"x 18" three-piece Speedline (1992-93)</li> </ul> </li> </ul>



## Porsche Air-Cooled Cup USA Class A Specification V1.7

	<ul style="list-style-type: none"> <li>• <b>993 Cup</b> <ul style="list-style-type: none"> <li>• Front: 993/ 8.5”x 18” three-piece Speedline</li> <li>• Rear: 993/ 10”x18” three-piece Speedline</li> <li>• Light alloy wheels with center piece made of magnesium</li> <li>• Central locking nut</li> </ul> </li> <li>• <b>Racing Tires</b> <ul style="list-style-type: none"> <li>• Pirelli Dry Slicks and Rain Tires required</li> </ul> </li> </ul>
<p><b>Minimum Weight</b></p>	<ul style="list-style-type: none"> <li>• <b>964 Cup</b> <ul style="list-style-type: none"> <li>• Empty weight 1,120kg (2,469 lbs. + 195 lbs. Driver = 2664)</li> <li>• Weight without fuel/ with Driver 2,664 lbs.</li> </ul> </li> <li>• <b>993 Cup</b> <ul style="list-style-type: none"> <li>• Empty weight 1,100kg (2425 lbs. + 195 lbs. Driver= 2620)</li> <li>• Weight without fuel/ with Driver 2,620 lbs</li> </ul> </li> </ul>
<p><b>Minimum Ride Heights and Measuring Location</b></p>	<ul style="list-style-type: none"> <li>• <b>996 Cup</b> <ul style="list-style-type: none"> <li>• TBD</li> </ul> </li> <li>• <b>993 Cup</b> <ul style="list-style-type: none"> <li>• TBD</li> </ul> </li> </ul>
<p><b>Damper Type/Spring Type/ Anti Roll Bars</b></p>	<ul style="list-style-type: none"> <li>• <b>964 Cup</b> <ul style="list-style-type: none"> <li>• Bilstein “Cup” dampers designed for 964 Cup by Porsche</li> <li>• Eibach progressive rate springs</li> <li>• McPherson front axle</li> <li>• Larger and adjustable anti roll bars with stiffer control arm bushings.</li> <li>• Ride height was reduced (20mm) and rear camber eccentrics allow for improved suspension geometry</li> </ul> </li> <li>• <b>993 Cup</b> <ul style="list-style-type: none"> <li>• Bilstein “Cup” dampers designed for 993 Cup by Porsche</li> <li>• Dual springs with special rates</li> <li>• Adjustable ride height</li> <li>• McPherson front axle</li> <li>• Multi-link rear axle</li> <li>• Front ARB: 24mm bar adjustable in five positions</li> <li>• Rear ARB: 18mm bar adjustable in five position</li> <li>• Modified front strut mounts</li> <li>• Cross bar between front strut towers</li> </ul> </li> </ul>



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<b>Wheelbase</b>	<ul style="list-style-type: none"> <li>• <b>964 Cup</b> <ul style="list-style-type: none"> <li>• 2,270mm (89.4")</li> </ul> </li> <li>• <b>993 Cup</b> <ul style="list-style-type: none"> <li>• 2,270mm (89.4")</li> </ul> </li> </ul>
<b>Chassis/Bodywork</b>	<ul style="list-style-type: none"> <li>• <b>964 Cup</b> <ul style="list-style-type: none"> <li>• Porsche/ OE/ as delivered</li> </ul> </li> <li>• <b>993 Cup</b> <ul style="list-style-type: none"> <li>• Porsche/ OE/ as delivered</li> </ul> </li> </ul>
<b>Suspension Type</b>	<ul style="list-style-type: none"> <li>• <b>Front:</b> <ul style="list-style-type: none"> <li>• 964-993 Cup cars/ McPherson Strut/ Hydraulic Dampers/ Coil springs/ Aluminum Lower Wishbone/ ARB's/ Rack and Pinion steering</li> <li>• Porsche/ OE/ as delivered</li> </ul> </li> <li>• <b>Rear:</b> <ul style="list-style-type: none"> <li>• 964-993 Cup cars/ Aluminum Semi-trailing Arm/ Hydraulic Dampers/ Coil springs/ ARB's</li> <li>• Porsche/ OE/ as delivered</li> </ul> </li> </ul>
<b>Dash</b>	<ul style="list-style-type: none"> <li>• 964-993 Cup cars/ OE/ Analog Gages</li> </ul>
<b>Safety Items</b>	<ul style="list-style-type: none"> <li>• Window nets: Recommended</li> <li>• Center nets: Recommended</li> </ul>

## Porsche Air-Cooled Cup USA Class B Specification V1.7

**Class:** Air-Cooled Cup – B

**Description:** PRC Spec. 911 / PRC GTL / PRC GTU

**NOTE #1:** All PRC type cars Must conform to PRC technical rules found at: [www.prc-racing.com](http://www.prc-racing.com)

**NOTE #2:** All Cars Must have a Roll Cage conforming to FIA Appendix #253/ or similar regulations/ double Drivers door bars required/ All Roll Cages and Safety Devices are subject to the Competent Motorsport, LLC Technical Staff approval. (see CMS Technical Regulations V15.10 at: [www.competentms.com](http://www.competentms.com) )

**NOTE #3:** All Drivers equipment to be of the highest standard. (see CMS Technical Regulations V15.10 at: [www.competentms.com](http://www.competentms.com))

**NOTE #4:** All cars are to have a current Fuel Cell and Fire System (see CMS Technical Regulations V15.10 at: [www.competentms.com](http://www.competentms.com))

**NOTE #5:** All Air-Cooled events will be run under Competent Motorsport, LLC General & Sporting Regulations and Technical Regulations, found on the series website, Trophy section: [www.competentms.com](http://www.competentms.com)

**NOTE #6:** All PRC Type cars to reference the Class Introduction-Overview description/ Appendix A for Spec. 911, Appendix C for GTL, as found at: [www.prc-racing.com](http://www.prc-racing.com)

ITEM	DESCRIPTIPON
<b>Eligible Cars</b>	<ul style="list-style-type: none"> <li>• PRC Spec. 911 as raced in Porsche Racing Club events</li> <li>• PRC GTL (911 Only)/ as raced in Porsche Racing Club events</li> <li>• PRC GTU as raced in Porsche Racing Club events</li> </ul>
<b>Engine Specification</b>	<p><b>PRC Spec. 911 class</b></p> <ul style="list-style-type: none"> <li>• <u>3.0-liter engine specs.</u> <ul style="list-style-type: none"> <li>• Allowed intake systems: 40mm or 46mm Weber or PMO carbs, CIS intake manifold with any fuel injection system, BOSCH MFI (1969-1973 Not high butterfly or slide valve), 3.2 intake manifold with any throttle body and airflow meter, straight- through fuel injection systems with individual throttle bodies no larger than 46mm, 3.6 intake manifold (1989-1995) with any throttle body/ Side valve intake systems are prohibited.</li> <li>• Exhaust system is any header with a maximum primary tube size of 1.5" OD. / Noise limit to confirm with track restrictions/ 105db Maximum</li> <li>• Crankshaft: stock 70.4mm stroke with 9-bolt flywheel.</li> <li>• Crank case: any 911 case/ machining allowed</li> <li>• Pistons and Cylinders are stock CIS 911 95mm bore. Maximum compression ratio 9.8:1</li> <li>• Piston Rods: stock with upgraded bolts allowed</li> <li>• Cylinder Heads: maximum port sizes, 39mm intake/ 35mm exhaust. maximum valve sizes, 49mm intake/ 41.5mm exhaust. Cylinder heads may be machined to</li> </ul> </li> </ul>

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	<p>match the port shape and dimensions of the large, stock 3.0 intake port.</p> <ul style="list-style-type: none"> <li>• Camshafts: stock 911SC</li> <li>• Valve springs and retainers: free</li> <li>• Ignition system: free must be single plug per cylinder</li> <li>• Fuel required: pump gas of 92 octane or less/ no race fuels, additives or mixing allowed</li> </ul> <ul style="list-style-type: none"> <li>• <u>3.2 Liter engine specs.</u> <ul style="list-style-type: none"> <li>• Intake system must be stock from the air filter housing face of the air flow meter to the cylinder head. All induction must passthrough the stock intake. The stock air flow meter is not required to provide control sensing- only an induction pathway. Forced induction is not permitted.</li> <li>• Exhaust system is any header with a maximum primary tube size of 1.63" OD/ Noise limit to conform with track restrictions/ 105db Maximum.</li> <li>• Crankshaft: stock 74.4mm stroke</li> <li>• Crankcase: any 911/ machining allowed</li> <li>• Pistons and Cylinders: stock Motronic 911 3.2 liter, 95mm bore/ Maximum compression 9.8: 1</li> <li>• Piston Rods: stock with upgraded bolts allowed</li> <li>• Cylinder Heads: stock, maximum port sizes, 40mm intake/ 38mm exhaust. Maximum valve sizes, 49mm intake/ 41.5 exhaust</li> <li>• Camshafts: stock 911 3.2 Carrera</li> <li>• Valve springs and retainers: free</li> <li>• Ignition system: free must be single plug per cylinder</li> <li>• Fuel required: pump gas of 92 octane or less/ no race fuels, additives or mixing allowed</li> </ul> </li> </ul> <p><b>PRC GTL class</b></p> <ul style="list-style-type: none"> <li>• The intention is to reduce operating cost via engine spec. And by reducing RPM to 7,000</li> <li>• All engine must be normally aspirated and Air cooled</li> <li>• Maximum engine size is 3.6 liters, any displacement under 3.6 liters is allowed</li> <li>• Engine case must be stock Porsche</li> <li>• Maximum of two valves per cylinder</li> <li>• Engine management: free</li> <li>• The intake manifold must be from (1984-1995 /911). Stock from the exit of the throttle body to the intake of the cylinder head. Throttle bodies must remain stock with the exception of those changes necessary to install an aftermarket throttle position switch needed for the engine</li> </ul>
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	<p>management system. Pre-throttle body intake design are free</p> <ul style="list-style-type: none"> <li>• Exhaust header: maximum primary header tube size, 1.625" OD/ Noise limit to conform with track restrictions/ 105db Maximum</li> <li>• Fuel required: pump gas of 92 octane or less/ no race fuels, additives or mixing allowed</li> </ul> <p><b>PRC GTU class</b></p> <ul style="list-style-type: none"> <li>• All engine must be air-cooled and normally aspirated</li> <li>• Maximum engine displacement is 3.2 liters, any displacement below 3.2 liters is permitted</li> <li>• The engine case must be a Porsche factory part.</li> <li>• Maximum of two valves per cylinder.</li> <li>• Engine management is free (i.e. Bosch Motronic, MoTec, Haltech, EFI, Electromotive, etc.)</li> <li>• Intake systems allowed: Weber or PMO carburetors, EFI throttle bodies from PMO, Jenvey or AT power. Maximum throttle body size is 46mm.</li> <li>• Slide valve intake systems are prohibited.</li> <li>• Maximum compression ratio 11.0 to1</li> <li>• Maximum cylinder head port size: 41.5mm intake, 38.5mm exhaust.</li> <li>• Maximum valve size: 49mm intake, 41.5mm exhaust</li> <li>• Single or Dual spark plugs are permitted. Original locations (s) must be used.</li> <li>• Camshafts must be Stock from either the 3.2 Carrera or 964 engines.</li> <li>• Exhaust header must have primary tube diameters of 1.625" or less.</li> <li>• Header wall thickness is limited to 0.065"</li> <li>• Fuel required: not to exceed 112 octane/no additives or mixing allowed</li> </ul>
<p><b>Gearbox Specification</b></p>	<ul style="list-style-type: none"> <li>• <b>PRC Spec 911 class</b> <ul style="list-style-type: none"> <li>• Porsche 915 to MY 1986, Porsche G-50 MY 1987-1989/ All transmissions must use Porsche design synchronizers</li> <li>• Differential: free</li> <li>• Flywheel: stock, no modifications</li> <li>• Clutch: free</li> <li>• Transmission cooler, lubrication and shift linkage (must be manual): free</li> </ul> </li> </ul>



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	<ul style="list-style-type: none"> <li>• The following gear ratios may be used in any combination: <table style="margin-left: 40px; border: none;"> <tr> <td style="padding-right: 40px;">915 transmission</td> <td style="padding-right: 40px;">G-50 Transmission</td> </tr> <tr> <td>• 1st gear</td> <td>11:35                      12:42</td> </tr> <tr> <td>• 2nd gear</td> <td>18:33 or 18:32              17:35</td> </tr> <tr> <td>• 3rd gear</td> <td>23:29                          22:31</td> </tr> <tr> <td>• 4th gear</td> <td>26:25 or 26:26              32:36</td> </tr> <tr> <td>• 5th gear</td> <td>Open: any gear ration higher than the 4th gear set</td> </tr> </table> </li> <li>• 915 Transmission Must use an 8:31 final drive ratio</li> <li>• G-50 Transmission Must use an 9:31 final drive ratio</li> <li>• Aftermarket main shafts made to factory specifications with a removable 1st gear are allowed</li> <li>• <b>PRC GTL/PRC GTU class</b> <ul style="list-style-type: none"> <li>• Transmission case must be Porsche factory component</li> <li>• The gears must use Porsche design synchronizers/ NO “dog boxes” permitted</li> <li>• Use of traction control is prohibited</li> </ul> </li> </ul>	915 transmission	G-50 Transmission	• 1st gear	11:35                      12:42	• 2nd gear	18:33 or 18:32              17:35	• 3rd gear	23:29                          22:31	• 4th gear	26:25 or 26:26              32:36	• 5th gear	Open: any gear ration higher than the 4th gear set
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<p><b>Brake Package</b></p>	<ul style="list-style-type: none"> <li>• <b>PRC Spec. 911 class/ PRC GTL/PRC GTU class</b> <ul style="list-style-type: none"> <li>• Any brake caliper, pad and disc combination are allowed as long as they fit inside the required wheel size</li> <li>• Discs are required to be steel</li> <li>• Brake lines, pad material, removal of dust shields, air ducting, master cylinder, brake balance control and fluid: free</li> <li>• ABS is not allowed</li> </ul> </li> </ul>												
<p><b>Wheel Size, Offset and Manufacturer/Tire Size</b></p>	<ul style="list-style-type: none"> <li>• <b>PRC Spec. 911 class</b> <ul style="list-style-type: none"> <li>• Front: 7”x 16” any brand/ model</li> <li>• Rear: 8’x 16” any brand/ model</li> <li>• Front: 225/625-16 to fit 7”x16” wheel-any brand/model</li> <li>• Rear: 245/625-16 to fit 8”x16” wheel-any brand/model</li> <li>• Pirelli radial dry Slick and Rain tires</li> </ul> </li> <li>• <b>PRC GTL class</b> <ul style="list-style-type: none"> <li>• Front: 305/600-16 to fit 11”x 16” wheel-any brand/model</li> <li>• Rear: 355/650- 16 to fit 13”x 16” wheel-any brand/model</li> <li>• Pirelli radial dry Slick and Rain tires</li> </ul> </li> <li>• <b>PRC GTU class</b> <ul style="list-style-type: none"> <li>• Front: 205x 45-16, 225x 45-16, 245x 45-16</li> <li>• Rear: 245x 45-16, 275x 45-16</li> </ul> </li> </ul>												



## Porsche Air-Cooled Cup USA Class B Specification V1.7

<b>Minimum Weight</b>	<ul style="list-style-type: none"> <li>• <b>PRC Spec. 911 class</b> <ul style="list-style-type: none"> <li>• All PRC Spec. 91 cars will require dynamometer testing with certification to establish the minimum weight for the vehicle. The minimum weight determined must be displayed in the upper left of the windscreen</li> <li>• Dynamometer testing baseline: See section VIII. of the PRC rule book for procedures/ minimum weight calculations</li> </ul> </li> <li>• <b>PRC GTL class</b> <ul style="list-style-type: none"> <li>• 2350 lbs. with driver</li> </ul> </li> <li>• <b>PRC GTU class</b> total weight with driver <ul style="list-style-type: none"> <li>• 911-based chassis with single plug engines: 2310 lbs.</li> <li>• 911-based chassis with dual plug engines: 2350 lbs.</li> <li>• 914- based chassis: 2450 lbs.</li> <li>• All GTU race cars must meet this requirement at the end of any qualifying session and race.</li> </ul> </li> </ul>
<b>Minimum Ride Heights and Measuring Location</b>	<ul style="list-style-type: none"> <li>• <b>PRC Spec. 911 class</b> <ul style="list-style-type: none"> <li>• Minimum: 215mm from the ground to the center of the rear torsion bar. Height will be measured on level ground with driver in the car and tires inflated to 35psi.</li> </ul> </li> </ul>
<b>Suspension Specifications</b>	<ul style="list-style-type: none"> <li>• <b>PRC Spec. 911 class</b></li> <li>• No modifications to the torque tubes or wishbones permitted</li> <li>• Stock suspension axis point of any suspension components/ Must be maintained</li> <li>• Front spindle height is free, struts must be OE. Additional reinforcement is permitted/ the retaining system for the OE shock absorber insert must be used. Custom fabricated strut housings are not permitted</li> <li>• Front/ Rear shock absorbers must be the OE configuration. Maximum of two (2) external force adjusters per shock permitted</li> <li>• Torsion bars: Front maximum 25mm/ Rear maximum 36mm</li> <li>• Suspension bushings free / Front camber- castor plate, free</li> <li>• Rear control arms: Stock 911/ No 930 control arms permitted</li> <li>• Adjustable rear spring plates: free</li> <li>• Anti-roll bar systems: free</li> <li>• Alignment settings are free/ with the exception of Track width allowance of .25" per side. Track widths must not exceed: front 65"/ rear 67"/ Measurement is from the furthest outside lip of the tire on the axle center line.</li> </ul>



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	<ul style="list-style-type: none"> <li>• <b>PRC GTL class</b></li> <li>• Front suspension: Must use McPherson struts</li> <li>• Rear suspension: Must use OE trailing arms</li> </ul> <p><b>PRC GTU class</b></p> <ul style="list-style-type: none"> <li>• Front suspension: must use McPherson struts. Coil-over systems are allowed.</li> <li>• Rear suspension: Coil-over systems are allowed</li> <li>• Front control arm chassis mounting points must be stock</li> <li>• Factory 911 or 914 rear trailing arms are required, Porsche 930 rear trailing arms are prohibited.</li> <li>• The maximum number of rear trailing arm pivot points is two</li> <li>• The 911 spring plate pivot point centerline is free to move 1" from the torsion tube centerline.</li> <li>• The 911 rear inner trailing arm pivot location is free along the vertical plane as long as its horizontal position remains stock (i.e.: it cannot be moved forward or rearward)</li> <li>• The location of the 911 rear torsion bar tube must be stock</li> <li>• 914 rear trailing arms can be boxed, arms and chassis strengthened, pivot points raised a maximum 1", bushings are free</li> <li>• Track width, as measured with standard toe plates, must not exceed 69" for front, 72" for Rear</li> </ul>
<p><b>Chassis/Bodywork</b></p>	<ul style="list-style-type: none"> <li>• <b>PRC Spec. 911 class</b></li> <li>• Any Porsche 911 chassis is permitted/ Turbo or turbo look chassis not permitted</li> <li>• Bolt on fiberglass/ composite replacement parts are permitted for: front/ rear bumpers, rear deck lid- tails, front fenders and front hoods</li> <li>• Rear fender flares are permitted/ Reference PRC rule book for restrictions</li> <li>• Fiberglass/ composite components prohibited: roofs, doors and rear quarter panels</li> <li>• Rear Wings permitted: ducktail, 911 whale tail, 930, IROC, 911 3.6L RS wing, 3.8L RSR (short),</li> <li>• Gurneys permitted: 1" Gurney may be added to/ 911 whale tail, 930, IROC and large IROC tails</li> <li>• Air dam: any front air dam may be used provided it does not extend forward of the front bumper</li> <li>• Interior modifications: Free within PRC Technical rules</li> <li>• Electrical system: free</li> <li>• Instrumentation: free</li> </ul>



## Porsche Air-Cooled Cup USA Class B Specification V1.7

	<ul style="list-style-type: none"> <li>• <b>PRC GTL class</b> <ul style="list-style-type: none"> <li>• Chassis must be Porsche 911 up to Model Year 1995. 993 and later chassis types are prohibited. The chassis must have the floor pan, rocker panel longitudinal frame members and front firewall. The front firewall may be modified for installation of the fuel cell or oil tank.</li> </ul> </li> <li>• <b>PRC GTU class</b> <ul style="list-style-type: none"> <li>• Any Porsche 911 or 914 chassis up to Model Year 1989 is allowed. Turbo or turbo- look chassis prohibited. Chassis must have the floor pan, rocker panel longitudinal frame members, front firewall, front fenders with original headlight/ running light size and shape and rain gutters.</li> <li>• The shape, size and tilt of the roof and window frames must be stock (changing the shape and size of the greenhouse is prohibited)</li> <li>• The front fire wall may be modified for the installation of a fuel cell and/or an oil tank</li> <li>• Cars must have a windshield, rear window and rear quarter windows. Cabriolet bodies must have a stock sized windshield and no other windows are required. Materials may be OE or equivalent glass, polycarbonate, or other break-resistant plastic.</li> <li>• Any single rear wing element is permitted</li> <li>• The highest point of the rear wing element itself, not including the wing end plates, cannot be higher than the highest point of the roof.</li> </ul> </li> </ul>
<p><b>Safety Items</b></p>	<ul style="list-style-type: none"> <li>• Window nets: Required</li> <li>• Center nets: Recommended</li> </ul>

**Porsche Air-Cooled Cup USA  
Class C Specification V1.7**

**Class:** Air-Cooled – C

**Description:** 911 2.0 L 1965-1969

**NOTE #1:** Pre-1966 cars/ Reference FIA/CSI form #183 for class compliance.

**NOTE #2:** All cars must conform to the FIA Appendix K or similar regulations

**NOTE #3:** All cars must have a Roll Cage conforming to FIA Appendix 253/ or similar regulations/ Double Drivers door bars required/ All Roll cages and Safety Devices are subject to the Competent Motorsport, LLC Technical Staff approval. (see CMS Technical Regulations V15.10 on the website)

**NOTE #4:** All Drivers equipment to be of the highest standard. (see CMS Technical Regulations V15.10 on the website)

**NOTE #5:** All cars are to have a current Fuel Cell and Fire System. (see CMS Technical Regulations V15.10 on website)

**NOTE #6:** All cars should be Raced in their original period specifications/ Dash board, bodywork and general appearance.

**NOTE #7:** All Air-Cooled events will be run under Competent Motorsport, LLC General & Sporting Regulations and Technical Regulations, found on the series website:  
[www.competentms.com](http://www.competentms.com)

ITEM	DESCRIPTIPON
<b>Eligible Cars</b>	<ul style="list-style-type: none"> <li>• Pre-1966 Porsche 911 short wheel base (SWB) 2.0L</li> <li>• 1965-1969 Porsche 911,911S, 911L and 911T (1,991cc SOHC flat-six) Historic</li> <li>• 1967- 1969 Porsche 911 and 911L (1,991 SOHC flat-six) Historic</li> </ul>
<b>Engine Specification</b>	<ul style="list-style-type: none"> <li>• <b>Pre-1966 (SWB) 2.0L:</b> <ul style="list-style-type: none"> <li>• 1.991cm<sup>3</sup>/ Bore 80.0mm/ Stroke 66mm</li> <li>• Original timing chain tensioner/ NO hydraulic chain tensioners permitted.</li> <li>• 2 triple-barrel Solex 40PI Intake/ NO Weber or PMO permitted.</li> <li>• Ignition/ Contact breaker- coil only / NO MSD or CDI permitted.</li> <li>• Aluminum Bloc 901cylinder head.</li> <li>• Exhaust manifold/ Conform to FIA/CSI Homologation Form #183/ Noise limit 105db</li> <li>• Cars should be presented in their period engine specification. Cars presented in a more modern configuration than the class limit of these regulations will be placed into a less restricted Class. (i.e. 1965-1969 Historic)</li> </ul> </li> </ul>

## Porsche Air-Cooled Cup USA Class C Specification V1.7

	<ul style="list-style-type: none"> <li>• <b>1965- 1969 Historic:</b> <ul style="list-style-type: none"> <li>• 1,991cm<sup>3</sup>/ Bore 80.0mm (1.2mm maximum overbore allowed)/ Standard Stroke 66mm (81mm X 66mm allowed- type 901/22)</li> <li>• 81mm Cylinders and pistons/ Maximum</li> <li>• Stock OE crankshaft, connecting rods, rocker arms required/ may be lightened and balanced</li> <li>• Stock OE cylinder heads may be milled, ported and polished/ 2L heads with steel valves only</li> <li>• Maximum intake (carb) choke size: 36mm</li> <li>• Standard 6- wire distributor required/ May have internal transistor ignition system.</li> <li>• Exhaust manifold/ open/ Noise limit 105db</li> </ul> </li> </ul>
<p><b>Gearbox Specification</b></p>	<ul style="list-style-type: none"> <li>• <b>Pre-1966 (SWB) 2.0L</b> <ul style="list-style-type: none"> <li>• 5 speed synchromesh/ Porsche OE/ Types 901- 901/0 and 902/1</li> <li>• Differential/ Porsche OE/ only/ NO “Torsen” system permitted</li> </ul> </li> <li>• <b>1965-1969 Historic:</b> <ul style="list-style-type: none"> <li>• 4 or 5 speed synchromesh/ Porsche OE/ Types 901/ 902/ 911</li> <li>• Porsche OE/ listed gear ratios permitted.</li> <li>• Rear axle ratios: 4.43, 4.83, 5.33 permitted.</li> <li>• Limited slip differential permitted.</li> </ul> </li> <li>• <b>Gearshift Type</b> <ul style="list-style-type: none"> <li>• Porsche/ OE</li> </ul> </li> </ul>
<p><b>Brake Package</b></p>	<ul style="list-style-type: none"> <li>• <b>Pre-1966 (SWB) 2.0L</b> <ul style="list-style-type: none"> <li>• Brake Calipers/ Original ATE/ Front pistons 48mm/ Rear pistons 35mm</li> <li>• Front Brake Disc/ 282mm diameter/ 12.7mm thick/ Solid disc- non-ventilated- non-grooved</li> <li>• Rear Brake Disc/ 285mm diameter/ 10mm thick/ Solid disc- non-ventilated- non-grooved</li> </ul> </li> <li>• <b>1965-1969 Historic</b> <ul style="list-style-type: none"> <li>• Front Brake Calipers: OE/ 901.351.043/4.20 or “A caliper from 1978 911SC, cast iron 991.351.425/6.01 or 1969 911S caliper Aluminum 991.351.935/6.00</li> <li>• Rear Brake calipers: 901.352.043/4.20</li> <li>• Front Brake Disc/ 282mm diameter/ maximum/ Non-ventilated</li> <li>• Rear Brake Disc/ 289mm diameter/ maximum /non-ventilated</li> </ul> </li> </ul>

## Porsche Air-Cooled Cup USA Class C Specification V1.7

<b>Wheel Size, Offset, Manufacture and Part #'s.</b>	<ul style="list-style-type: none"> <li>• <b>Pre-1966 (SWB) 2.0L</b> <ul style="list-style-type: none"> <li>• Wheel diameter: 5 1/2" Jx 15" or 6" Jx 15"</li> <li>• Racing Tires/ Pirelli with treaded pattern over the width.</li> </ul> </li>   <li>• <b>1965-1969 Historic</b> <ul style="list-style-type: none"> <li>• Wheel diameter: 7"x 15"</li> <li>• Racing tires/ Pirelli DOT Radial</li> </ul> </li> </ul>
<b>Minimum Weight</b>	<ul style="list-style-type: none"> <li>• Pre-1966 (SWB) / 2,204 lbs. With Driver</li> <li>• 1965-1969 Historic / 2,142 lbs. With Driver</li> </ul>
<b>Minimum Ride Heights and Measuring Location</b>	<ul style="list-style-type: none"> <li>• <b>Pre-1966 (SWB) 2.0L</b> <ul style="list-style-type: none"> <li>• 100mm minimum without exhaust system</li> <li>• 70mm minimum with exhaust pipes and silencer</li> </ul> </li>   <li>• <b>1965-1969 Historic</b> <ul style="list-style-type: none"> <li>• TBD</li> </ul> </li> </ul>
<b>Suspension Specifications</b>	<ul style="list-style-type: none"> <li>• <b>Damper type</b> <ul style="list-style-type: none"> <li>• <b>Pre-1966 (SWB) 2.0L</b> <ul style="list-style-type: none"> <li>• Dampers/ Steel only/ NO Aluminum</li> </ul> </li> <li>• <b>1965-1969 Historic</b> <ul style="list-style-type: none"> <li>• Dampers/ Steel only/ NO Aluminum</li> </ul> </li> </ul> </li>   <li>• <b>Anti- roll bar type</b> <ul style="list-style-type: none"> <li>• <b>Pre-1966 (SWB) 2.0L</b> <ul style="list-style-type: none"> <li>• Original/ Porsche OE</li> </ul> </li> <li>• <b>1965-1969 Historic</b> <ul style="list-style-type: none"> <li>• Anti- roll bars, bushings, torsion bars/ OPEN</li> </ul> </li> </ul> </li>   <li>• <b>Wheel base</b> <ul style="list-style-type: none"> <li>• Pre-1966 (SWB) 2.0L / 87"</li> <li>• 1965- 1969 Historic/ 87" (SWB)/ 89.2 (LWB)</li> </ul> </li>   <li>• <b>Track</b> <ul style="list-style-type: none"> <li>• <b>Pre-1966 (SWB) 2.0L</b> <ul style="list-style-type: none"> <li>• Front: 54.29" Maximum</li> <li>• Rear: 53.18" Maximum</li> </ul> </li> <li>• <b>1965-1969 Historic</b> <ul style="list-style-type: none"> <li>• Front: 54" +/- 2" Maximum</li> <li>• Rear: 53" +/- 2" Maximum</li> </ul> </li> </ul> </li>   <li>• <b>Suspension type</b> <ul style="list-style-type: none"> <li>• Front: Porsche/ OE</li> <li>• Rear: Porsche/ OE</li> </ul> </li> </ul>





## Porsche Air-Cooled Cup USA Class C Specification V1.7

<b>Chassis/Bodywork</b>	<ul style="list-style-type: none"> <li>• <b>Pre-1966 (SWB) 2.0L</b> <ul style="list-style-type: none"> <li>• Original Steel/ Porsche OE/Aluminum and Fiberglass prohibited</li> </ul> </li> <li>• <b>1965-1969 Historic</b> <ul style="list-style-type: none"> <li>• Original Steel/ Porsche OE/ Aluminum and Fiberglass prohibited</li> <li>• Air dams, lip and deck spoilers of any kind prohibited</li> <li>• 911R Bodywork specifications prohibited</li> <li>• 1973 911S front bumper with lip prohibited</li> </ul> </li> <li>• <b>Dash</b> <ul style="list-style-type: none"> <li>• Porsche/ OE</li> </ul> </li> </ul>
<b>Windscreen</b>	<ul style="list-style-type: none"> <li>• Only laminated Glass/ Polycarbonate and tempered glass prohibited</li> </ul>



**Porsche Air-Cooled Cup USA  
Class X Specification V1.7**

**Class:** Air-Cooled Cup – X

**Description:** 911 Air- Cooled Cup (Exhibition – 1965-1998 Non-Turbo) Race Cars

**Concept:**

Events will be a racing format, combined with Air-Cooled Cup Classes A, B and C. For Track Prepared Porsche 911 Air-Cooled (Non- Turbo) race cars eligible to compete in other sanctioning bodies and not complying with the current Air-Cooled Cup USA classes (i.e. SCCA GT2, NASA and others).

**NOTE #1:** All cars must have a roll cage conforming to FIA Appendix #253 or similar regulations/ All roll cages and safety devices are subject to the Competent Motorsports LLC Technical Staff approval (see CMS Technical Regulations V15.10 at [www.competentms.com](http://www.competentms.com))

**NOTE #2:** All drivers equipment to be of the highest standard (see CMS Technical Regulations V15.10 at [www.competentms.com](http://www.competentms.com))

**NOTE #3:** All cars to have a current Fuel cell and Fire System (see CMS Technical Regulations V15.10 at [www.competentms.com](http://www.competentms.com))

**NOTE #4:** *All Air-Cooled Cup events will be run under Competent Motorsport, LLC General & Sporting Regulations, Technical Regulations and Event Supplemental Regulations, found at: [www.competentms.com](http://www.competentms.com)*

**NOTE #5:** *The Air-Cooled Cup USA Exhibition Class is in its inaugural 2019 season and welcomes input from its competitors.*

ITEM	DESCRIPTIPON
<b>Eligible Cars</b>	<ul style="list-style-type: none"> <li>• All Porsche 911 Air-Cooled (1965-1998) Non-Turbo race cars</li> <li>• Air cooled Porsche Race Cars currently competing in other sanctioned events (i.e. SCCA, NASA and others)</li> <li>• Cars that currently do not fit in the Air-Cooled Cup USA Class A, B or C structure</li> <li>• Current log book from another sanctioning body required.</li> <li>• The competitor must provide documentation proving the vehicle is compliant with another sanctioning bodies rule set (i.e. SCCA GCR GT Category Specifications, NASA, etc.)</li> </ul>



## Porsche Air-Cooled Cup USA Class X Specification V1.7

<b>Run Group</b>	<ul style="list-style-type: none"><li>• To run with current Air-Cooled Cup USA Group</li><li>• The Race Director may require a “Split Start” based on lap time, or other considerations</li></ul>
<b>Safety</b>	<ul style="list-style-type: none"><li>• All cars and Drivers equipment to be as defined in the CMS Technical Regulations V15.10</li><li>• Driver window net required</li><li>• Driver center net recommended</li></ul>