PCQ Motorsport Classing 2010

Background

We are fortunate to have a good selection of driving talent within our membership. We belong to one of the largest & best run clubs in Queensland for motorsport enthusiasts who wish to get out & use their cars enthusiastically. Many of our members taking part in the Club's track-day activities are not concerned with points or trophies, their interests lean more towards unofficial "battles" with a small group of their mates in vehicles which they personally recognize as being on a par.

It has been said that over 85% of our members participating in our motorsport events use cars that are modified. However, with a (fluctuating) 600+ membership we only have a 15% participation rate in our events! We want to encourage all of our members to expand their knowledge of what they & their Porsches are capable of in a safe & unintimidating environment. In a perfect world that would be adrenalin-filled, bubble-wrapped & ... free! At the end of the day though, our motorsport winners want to take home more than a piece of plastic... they want the respect of their peers!

To promote a more widespread competitive participation the Club's motorsport classing should fairly reward driving talent, (say 80%?) & car preparation, (say 20%?). This fundamental assumption has been the cornerstone of our revised classing for 2010.

It is said that in the 60+ years Porsche have been making their own "branded" cars, over 70% of those produced are still in a drivable condition (road, track or museum). That is reflected in the Porsches we see at our motorsport events where the age of the cars (or parts of them) span over 40 years ! Quite impressive. Our competition rules though, must account for a myriad of chassis, engines (front/mid/rear position, naturally aspirated, single or twin turbo), various suspensions & vehicle weights varying by nearly a tonne, then try to pair-up modern versus old & standard against (sometimes highly) modified cars in a classification system that is fair & will be respected by all competitors.

In 2010 we are starting a process where we improve the classing, by allowing **each class to have any number of people capable of winning on any given day**. This year the number of classes will shrink to achieve this. Showroom floor "standard" Porsches on genuinely road-legal tyres (incl."r-spec" club sport tyres) will be able to compete fairly against modified older cars running a higher spec tyre. If we get it right: a) we should see **participant numbers increase**, b) Class & Club **Champions become less predictable** & c) It will entice more people to **have fun** in their Porsches without feeling intimidated. Bernie Ecclestone might even call for advice !

We **encourage** people to tune / modify their cars **but there has to be a semblance of parity and transparency so that the premise of driving talent (80%ish) is rewarded ahead of (but not exclusive to) vehicle improvements.** Open class will always be "open". We may one day graduate to several "open" classes to cater for the older cars, which could not compete with the modern race-ready rockets. In 2010 though, many "older cars" aren't much more than a body-shell, roll cage & a hybrid assortment of "cannibalised" engines, brakes & suspension. The fact that a car has a registration plate attached is no guide to it's legal roadworthiness let alone it's kg/kw ratio.

Any car can be modified to any level **but if you want to compete for championship points in any class other than "open", we need parity & transparent guidelines**. The following rules might seem complicated at first but read on carefully as **little will change for most of us** but simplicity & overall fairness will become evident.

Tyres

Hoosier / Kuhmo twin-groove ("3/4 slick") tyres have been allowed to continue because of their cost effectiveness & to assist parity within GT to E classes. Generally they are half the cost of regular top quality road tyres & are two-thirds the cost of both genuine "slick" tyres & semi-slick "club sport" rubber. Their longevity & performance consistency over their life is more linear than anything else, making them great value for money.

The downside to the twin-groove rubber is their questionable road legal status & the hassle of a second set of wheels or trailer logistics. As general guide for the novice driver, each tyres relative track performance would be around 1 second per minute between each: road; semi-slick (road legal); twin groove & genuine slick tyres.

Tyre abbreviations: **Slick (S)**; **Twin Groove (T)** ie, Hoosier, Kumho; **Road Legal** incl semi-slick **(R).**

Tyres for Hill climb & Gymkhana type events to be free choice.

How do we get some parity ?

First, "modern" cars are defined as being Porsche models: 993, 968, 928 GT/GTS, Boxster, Cayman, Cayenne & Panamera. Modern cars no longer have a different weight / power ratio compared to the older cars provided they are "showroom-floor" standard using R spec tyres.

"Standard" means: as the car was or could have been delivered from the factory onto the showroom floor, (no change to exhaust, suspension or engine remap, etc) & using regular tyres up to semi-slicks, (ie, R spec tyres which are unquestionably road legal). The only concession to Standard is aftermarket wheels, provided the size reflects what was available for your car from the factory.

Any non-standard "modern" car, must move up a class & in doing so would generally be allowed to run on twin-groove type tyres in that new class, (there are restrictions regarding this). As an example, a series 2 996 Carrera is right on the limit for C class. An exhaust, re-map and suspension work would require this now non-standard car to go up a class, but it would not be fair for it to run a T spec tyre. The Motorsport committee can **assess the modifications** & make a fair judgement on which tyre is allowed. Use of genuine slick rubber on a modified car will cause that vehicle to be moved up one more class again. In general, a driver wanting to run a higher specification tyre will be allowed to do so in the next higher class.

Vehicles not classed as "modern" are allowed to use twin-groove tyres (to cater for possibly less sophisticated suspension) & have no modification limit **as long as they fit within the kg/kw ratio for that class**.

It is highly recommended that all cars run upgraded brake fluid, (renewed frequently) as well as high performance brake pads.

Open Class
Includes any GT class car running on slick tyres. May also include any purpose built track / race car with a P/W ratio < 4.70 kg / kW, regardless of age, model or tyres, as may be determined by the motorsport committee. (Open Class vehicles are included in the 2010 Championship)

There will be no A Class during 2010. This will reduce class designation changes for most competitors.

A new GT Class will be formed from an amalgamation of Modern Turbo (**MT**), Modern Naturally Aspirated (**MNA**) & **A** class. We needed a "half-way" class to cater for modified modern cars & powerful, highly modified older ones, neither of which could realistically compete in outright Open class. Combining these groups into one, also reflects the irregular number of cars turning up to a given event as happened in 2009.

This no doubt will be a competitive group involving markedly different vehicles . Let's consider Morgan Park times for 2009 amongst some of the affected competitors: Phil Hart (open class due tyre choice) - series 1 996 GT3, rose jointed suspension & (oldish) slicks = 1.06.6; Phil Brook (MNA class) - 997 GT3, standard car on Kumho twin-groove = 1.06.8; Brett Wentworth (A class) - 1977 turbo, highly modified on Hoosiers = 1.06.9.

These three cars were in different classes that were poorly subscribed to on the day. Now they run in the same group and the tyres and modifications allowed , are looked at by the motorsport committee on an individual vehicle basis within the guidelines below to create parity in terms of lap times. Essentially slicks & more modifications are allowed for older vehicles versus twin-groove tyres &/or no modifications for newer cars).

Allowed modification guidelines are:
* series 1 996 GT3 - slicks & highly developed suspension;

* series 2 996 GT3 - slicks & slight modifications (eg, exhaust, remap as per Dave Palmer's car) but if modified more than "slightly", must run on T tyres;
*"Standard" 996 Turbos & 996 GT2 - allowed to run slicks. Any modifications to a 996 Turbo or 996 GT2 will reduce it's tyre spec to T;
* Brett Wentworth's car, (older & highly modified) has the lowest weight to power of any regular competitor in our entire club & is restricted to T tyres;
* 997 GT3 & GT2 - limited to very minor mods & T tyres;
* series 2 997 Turbo & series 2 997 GT3s must remain "Standard" on T spec tyres.
Overriding judgement of any vehicle's status will be from the Motorsport committee, (with the exception of those committee members running in this class).

After each vehicle has been assessed as to what mod/tyre status it can compete with, there will be no change for the remainder of the season unless the car gets modified further. **The innovative approach to cars in this class has only come about with the cooperation of the affected players. Their willingness to "give it a go" is a credit to their sportsmanship.** Watch the crowd around the "My-Laps" screen when these guys go out!

B to E Class, the base rules as described above apply, ie, unlimited modifications & T tyres for "non-modern" cars as long as they fit into the appropriate kg/kw class. Modern cars to be "standard", (R spec tyres or up one class on T spec tyres).

For 2010 only, older cars that are **deemed to have been built to previous classing standards, particularly in regard to measurement of weight,** will be allowed to add a limited amount of weight to remain in the kg/kw class for which they were purposely constructed. All vehicle weights are now based on a **true vehicle weight as it would be when presented for track use.** So no allowance for spare tyre, etc.

A standard modern car that has a proven weight as delivered from the factory in excess of the "nominal" stated weight **due to factory options chosen** will be allowed to run in the appropriate as measured kg/kw class.

F class will not allow any "modern" cars nor slick / twin-groove type tyres.

Now how do we get some transparency ?

The basis for most classing systems is a car's weight to power ratio, expressed as Kg/Kw. Now as many of our current cars participating in motorsport are modified, some highly so, we have obtained a set of scales to obtain a true vehicle weight as it would be when presented for track use. Some people might be surprised to find their car weighs more than they think !

The motorsport committee reserves the right to assess engine power via dyno or other electronic means against other known or standard cars. **Competitors should expect their car to be weighed & have some form of power output verification if they wish to accrue championship points**.

Vehicles should be presented for weighing in "as they run" condition. Fuel will be taken into account at 7.5kg per 10 litres where verifiable, (otherwise an assumed amount will be used).

Throughout the year we intend **random checking** of the faster cars within a class as they exit the track. Any class "front-runners", lap-record holders, committee members or vehicles that are close to the class kw/kg limit should expect their cars to be under more scrutiny. The new "My Laps" timing system with a real-time pit-lane display of lap times should make this a transparent process to all .

GT class: Base Kw/Kg is <4.70

This is a "parity"class & is for true GT cars, ie, ≥996 GT3, ≥996 Turbo, ≥996 GT2 as well as older powerful & highly modified vehicles which may not be appropriate in Open Class.
Older standard cars can run slick tyres (S), (996 GT3, 996 turbo, 996 GT2).

Newer cars & some highly modified older cars may run on twin-groove slick tyres (T)

B class: Base Kg/Kw is 4.70 to 5.71

Older cars may run on twin-groove slick tyres (T),
Standard 993TT, Standard 997 Carrera S etc to run (R) tyres

C Class: Base Kw/Kg is 5.72 to 6.54

Older cars may run on twin-groove slick tyres (T)
Standard Cayman S, Boxster S (3.4), 996 Carrera to run (R) tyres

D Class: Base Kw/Kg is 6.55 to 7.5

Older cars may run on twin-groove slick tyres (T)
Standard 993 Carrera, Cayman to run (R) tyres

E Class: Base Kw/Kg is 7.5 to 8.67

Older cars may run on twin-groove slick tyres (T)
Standard Boxster (2.5 &2.7) up to 2002, 944 Race cars to run (R) tyres

F Class: Base Kw/Kg> 8.67

No modern cars ! No T spec or slick tyres

At the end of the day, it's not the piece of plastic on the mantelpiece you'll appreciate, it will be the respect earned of your mates & the fun you had. Let's go racing !