

Spec 986 Series

2014 EDITION

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Official Rules Subject To Change

1. Introduction

The Spec 986 class is a series designed to allow individuals to race a 986 chassis Porsche Boxster in a large field of similar cars in a restricted and cost controlled class that promotes driver ability and sportsmanship.

The marks Porsche and Boxster are recognized as registered to Porsche Cars North America with the United States Trademark and Patent Office. No claim of ownership or license is made to these marks other than to use them to refer to the cars and components themselves.

2. Format

These rules are not intended as guidelines; rather they shall serve as the complete set of rules, and must be strictly followed. These rules and addendums specify the only modifications allowed. If these rules do not expressly state a modification is allowed, it is prohibited. All rules and regulations disputes will be resolved per the Club Codes and Regulations© (CCR).

3. Sanctioning Body

The Spec 986 Series is supported and sanctioned by the National Auto Sport Association (NASA). All competitors agree to also abide by the rules set forth in NASA's current Club Codes and Regulations (NASA CCR) and these class rules including any technical bulletins issued on www.nasaforums.com.

4. Eligible Manufacturers/Models/Configurations

Eligible models for Spec 986 are 1997-1999 Porsche Boxster 2.5L. All parts must be factory stock from one of the eligible years, except where modifications are specifically allowed below.

- a) No full tube frame chassis conversions are allowed.
- b) Vehicle must retain its stock front clip, floorpan, and subframe, but certain modifications are allowed per the rules.

5. Safety

5.1 Safety Requirements

All safety requirements will follow NASA standards as detailed in the NASA CCR. Where the Spec 986 Series Rules and the NASA CCR's differ, the Spec 986 Series Rules will supersede the NASA CCR. All vehicles and competitors must be outfitted with proper NASA CCR-compliant safety gear including, but not limited to: legal roll cages, fire suppression systems, harnesses, window nets, safety switches, and proper driver attire, including arm restraints for cars with aftermarket hardtops.

5.2 Class Safety

The NASA Chief Scrutineer or Spec 986 Series Directors may exclude any car from competition for any items that the Directors or Scrutineer deems to be unsafe. The Race Director may also exclude any car for modifications the Race Director deems to be illegal or unsafe.

6.0 Weights

- A. Minimum weight is 2650 lbs. including driver.
- B. Maximum allowed ballast - 75 lbs. A maximum of 25 lbs. is allowed to be bolted to the floor of the passenger footwell. All other ballast must be installed behind the driver's seat. All ballast must be installed per NASA CCR 15.20.
- C. Battery must remain in the stock location; the minimum weight for the battery is 10 lbs.
- D. Owners/builders may remove any non-performance systems/accessories to reduce weight unless specifically noted within the rules. Owners/builders may not drill or saw body panels unless specified within the rules.

7. Allowed Modifications

7.1. Engine

- A. The only engine eligible is the #M96.20. Engine and components must remain stock

and in the stock location.

B. Replacement air filters are allowed but must be drop-in factory size and style. No modifications to the factory air intake tube.

C. The OEM exhaust manifold must be used. Any exhaust system aft of the stock manifold may be used. All emission related devices may be removed or disabled. Catalytic converters may be removed. NOTE: Some facilities have rules governing sound limits. Vehicles must fall within these limits to be allowed to compete.

D. The engine air injection system may be removed but no other system modifications can be made. All open ports must be plugged.

E. An underdrive crank pulley is allowed, minimum 4" diameter. All other pulleys must remain OEM size. All other pumps, pulleys, and belts must be retained and operating.

F. The ECU must remain an unmodified OEM unit. No re-programming allowed. No additional or "piggyback" systems are allowed.

G. Oiling

1. Accusump oil accumulators are allowed.
2. Deep Sump Oil Pans are allowed
3. X51 windage tray (baffles) are allowed
4. The addition of external oil cooler and/or upgrade to Boxster S oil cooler is allowed

H. Aftermarket Intermediate Shaft Bearings are allowed (vendors such as LN, Casper Labs and Pelican Parts)

I. Allowed flywheels - Aasco 106412-11 or Fidanza 914572. These parts must be used "as is" with no further lightening (other than specifically for balancing).

J. No urethane or solid engine mounts are allowed

K. An additional radiator in the center of the grill area is allowed; stock radiators must be retained.

7.2 Transmission

A. Transmission must be the OEM G86/00 (may be rebuilt to stock tolerances only)

B. Transmission must be in stock location.

C. No coatings or REM processes are allowed on any surface.

D. All transmission and final drive gear ratios must remain stock.

E. No urethane or solid transmission mounts are allowed

F. The OEM clutch disk and pressure plate or Sachs Performance Clutch #88 1861 000 017 and Pressure Plate #88 3082 999 754 are allowed.

G. Short shift kits are allowed, shift cables must remain OEM length. The shifter base is allowed to be raised.

H. Transmission coolers are allowed.

7.3 Suspension

A. No strut braces are allowed.

B. No camber plates are allowed.

D. OEM Porsche GT3 (street model) adjustable A-arms are allowed for camber (front and rear)

1. Part # 996.341.122.90 (left)
2. Part # 996.341.121.90 (right)

E. Springs may be changed to 450 lb. front and 500 lb. rear and alternately for Calendar year 2014 springs may be 500 lb. front and 450 lb. rear. No other combinations are allowed.

F. The spec shocks that must be used are:

- Bilstein PSS9 shocks, part #F4-GM5-8847-H0 OR #48-181440; shock valving must remain unmodified as delivered by Bilstein.

G. Shocks cannot be cockpit-adjustable.

H. Sway bars, drop links and toe links are restricted to stock or these allowed aftermarket parts:

- Front sway bar: OEM Porsche GT3 (street model) part no. 996-343-701-90, Tarett Engineering #996FSBK or H&R 70779
- Rear sway bar: H&R 71779 or Tarett Engineering #986RSBA
- Front drop links: Open, must mount to OEM stock location with the exception of the Tarett Engineering #996FDLNK, which mount to a provided threaded collar
- Rear drop links: Open, must mount to OEM stock location
- Rear toe links: stock or Tarett Engineering #996TLNKR

I. The ride height minimum is 90mm

1. Front height as measured at front cross of aluminum cross member
2. Rear height as measured at front-to-rear braces near rear sway bar

J. No urethane bushings are allowed.

7.4 Brakes

A. Any brake pad/material is allowed.

B. Steel braided brake lines are allowed.

C. Parking brakes and all associated components may be removed.

D. Water cooling or other liquid cooling of brakes is not allowed. Air cooling is both allowed and recommended. Air may be vented through the front air dam. The dust shields may be removed.

E. Brake rotors must be the same type, material, and dimensions as OEM. Brake rotors from alternate companies may be used. Brake rotors may be cryogenically treated. Rotors may be cross-drilled or slotted.

7.5 Tires & Wheels

A. OEM cast aluminum rims that match the original offset are allowed.

B. Rear wheels must be 17 x 8.5 inch with a 48-50 mm offset. Front wheels may be either 17 x 7 inch with a 55 mm offset or the same size and offset as the rear wheels.

C. The 17 x 7 inch wheel must weigh at least 18.5 lbs. and 17 x 8.5 inch wheel must weigh at least 20.0 lbs.

J. Wheel spacers are only allowed for 17 x 8.5 inch wheels used on the front of the car.

K. Hubs may be converted to studs in place of wheel bolts.

L. Tires: Toyo RR for dry use and Toyo RA1 for wet use

1. Front 235/40-17 or 255/40-17

2. Rear 255/40-17

3. The 235/40-17 must be used with the 7 inch wheel and the 255/40-17 must be used with the 8.5 inch wheel

7.6 Chassis

A. Seam welding of the chassis is not allowed.

B. Modification of the OEM shock tower is not allowed.

C. Attaching to the windshield frame or B pillar is allowed. Roll cages may not pass through walls or sills but may pass through the front bulkhead and be tied to the shock tower.

D. All data acquisition devices are allowed.

E. All air conditioning and heater systems may be completely removed.

F. Convertible top assemblies including motors may be removed.

G. A hard top is mandatory. Any factory or aftermarket fiberglass replica is allowed and must be securely mounted in the stock location. Rear window must be stock appearing with no venting, can be made of Lexan.

H. Allowed air dams and bumper covers are limited to the following:

1. 986 Stock or stock with cutout for additional radiator

2. 986 Boxster S or aftermarket exact replica of OEM part

3. 996 Carrera 2 (as on U.S. delivered 1999-2001 C2 model)

I. The following splitter may be used: GT3 style factory part #996-505-986-91 or clone only. Splitters may not extend forward of the front bumper and may be no more than 3.00 in. lower than the bottom of the front bumper.

J. OEM and OEM style aftermarket replacement side skirts are allowed.

K. Headlights, tail lights and brake lights must remain stock; license plates and frames may be removed.

L. Rear bumper license plate area may be cut out to 27.00 in. wide by 7.00 in. tall maximum. A slot for tow hook installation is allowed. Maximum size - 6.00 x 3.00.

M. OEM rear spoiler must be left in the upright position; lift motor may be removed. Deck lid must be stock.

N. Radiator inlet screens, side inlet scoops and screens and ventilation ducts are allowed.

O. Windshields may be modified to NASA CCR 15.13.

P. Front and rear aluminum crash protection bumpers may be removed, they may be drilled out (swiss cheesed) to reduce their weight.

7.7 Interior

- A. The OEM dashboard skin must remain in the factory location
 - 1. Cuts for the safety cage are allowed
 - 2. The non-visible bottom edge may be removed
- B. The OEM dashboard instrument pod must remain unmodified; the OEM 996 instrument cluster is allowed. Additional gauges may be added.
- C. Other than the OEM dashboard instrument pod, all other interior parts and panels, including passenger seats may be removed. Floor mats, spare tire, tools, jacks, etc. must be removed. There must be no remaining sharp edges that could come in contact with the driver.
- D. Any unused interior brackets may be removed. There must be no remaining sharp edges. All interior items and undercoating may be removed except where otherwise noted. Doors may be gutted, except factory door beams must be intact or protruding intrusion door bars must be added to the cage.
- E. The steering wheel lock must be removed or defeated.
- F. Factory engine cover must remain in the stock position and latched.
- G. Any steering wheel and hub may be used (no wood rimmed type steering wheels).

7.8 Series Designation

- A. Class identification (SPB) must be at least 4 inches tall and be located in close proximity to the number. Cars must be marked SPB.
- B. All cars are required to display at least four official NASA racing stickers. One shall be placed on the front, rear, and each side of the vehicle.
- C. Series sponsor or individual race sponsor decals or stickers may be required. Drivers must also display any series required patches and NASA patches on their driving suits.
- D. The driver's last name, or first initial and last name, may be displayed on the bottom passenger side of the windshield in white block letters between three and five inches in height.
- E. Car number availability can be obtained by contacting the NASA Regional Director.

8. Fuel

- A. The current CCR Section is further restricted for Spec 986 to limit fuel to a maximum of 94 octane. Fuel must be from a commercially mass marketed supplier (e.g. Sunoco, Exxon, Mobil) or independent mass marketer (e.g. Sheetz). Limited use race fuels are not permitted. Pump fuel may be purchased at the track. The Series Director or Race Director at their discretion may spec the track fuel or a common source close to the track. Also, it is within the power of the Series Director to provide spec fuel to competitors. Competitors will be expected to pay for fuel at market price. Race fuels such as, but not limited to, ERC brand are prohibited. All fuel additives are illegal, per the CCR. Note- event supplemental rules supersede this section.

9. Proof of Legality

It is the responsibility of the competitor to provide proof of legality of their vehicle's modifications or components to Spec 986 Officials.

10. Modified 13/13

Spec 986 officials reserve the right to administer penalties on a regional level above and beyond those outlined in NASA's CCR. These penalties may be applied as deemed appropriate by series and/or race officials to drivers whose on-track conduct causes on-going concern to those officials, whether that is from habitual contact, dangerous driving, or other circumstances.

The Modified 13/13 is not intended to be used for individual instances of contact or other driving situations as NASA has clearly-defined and well-documented protocols for addressing individual racing situations. Rather, this rule and its inherent flexibility are intended to provide race officials with a discretionary means of dealing with habitual offenders.

Penalties may be imposed by series and/or race officials on a sliding scale subject to their own discretion up to a maximum of 13 months of probation and/or a 13 month suspension, may be applied in addition to any other penalties, and may be assessed up to 30 days following an event as it is not always possible to determine fault at the track in a timely manner. Probationary penalties begin based on the terms of the probation. Suspension begins immediately.

Penalty appeals may be heard by any combination of NASA Race Directors, SPB officials, and/or Incident Review Boards which may be formed and operated per the NASA CCR.

No Modified 13/13 penalty may conflict with the findings of a NASA Race Director.