

9/28/16



2017 Divisional Championship Series Rules
Schedule, as published on CENDIV-SCCA.ORG

Welcome to the 2017 CENDIV Divisional Championship Series Presented by TRO Manufacturing and C&P Installations! You are invited to participate in this exciting and competitive series. Your participation can lead to a:

- CENDIV Divisional Championship (not all SCCA Divisions have a Championship Series)
- Triple Crown Winner;
 - Divisional Championship Winner, or Conference Champion or National Points Champion and
 - June Sprints Winner and
 - Runoffs Winner
- Regional Driver of the Year
- Regional Rookie of the Year
- Easier path to the Runoffs

Registering for the series on MotorsportReg (www.motorsportreg.com) is encouraged, but not required. In order to begin earning points, series decals must be displayed on the car. There is no cost to registering. The benefits of registering include letting other competitors know you are competing in the series and it assists in the administration of the series.

Series decals will be available at the track with the TECH officials. While SCCA Officials will assist in the monitoring of participants, ultimately, it is the responsibility of all series participants to assure that they have proper stickers on their race cars and that all other series competitors also have the proper stickers on their cars, and to point out discrepancies to event officials. Cars without series decals will be awarded their event finish, but will not accrue points towards the series championship.

Participation in the 2017 Runoffs will not affect CENDIV Divisional Championship participation.

Championship Points:

1. Points will be awarded for each sanction number based on finishing position earned in any CenDiv Championship Series race.
2. Points will be awarded according to the Majors points structure specified in the current year's GCR. For Majors races, CenDiv Championship points are awarded for the Feature race only.

3. Points earned from a driver's best six finishes in the same class count toward the Championship Series.
4. A driver must have four finishes in the same class to be eligible for the Championship Series.
5. A driver who competes in more than one class remains subject to the four race minimum criterion in each class for eligibility.

Trophies:

- Each race - Standard event trophies from the Region plus an Event Winner sticker for 1st in Class.
- End of year Trophies

Number of Competitors Scored per Class	Number of Trophies Awarded
1-2	1 st
3	1 st and 2 nd
4-15	1 st , 2 nd and 3 rd
16-20	1 st , 2 nd , 3 rd and 4 th
21+	1 st , 2 nd , 3 rd , 4 th and 5 th

Points:

- Points are awarded to the top 20 Finishers in each race as follows; 25, 21, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1 (2017 GCR 3.1.1.C)
- Point's standings are posted on the CENDIV website.
- Tie breakers will be handled according to (2017 GCR) 3.7.2.C Division Championship Ties.

Cash Drawings:

- Drivers; at each of the Championship Events one (1) driver name will be drawn, by the Race Chairman, at random, to receive a \$100 cash award from our sponsors. The driver needs to be present at the end-of-day celebration, typically on Saturday, to claim the prize; otherwise, a \$50 cash award will be given to a fourth worker and \$50 will be returned to the series fund.
- Volunteers; at each of the Championship events, three (3) worker names will be drawn, by the Race Chairman, at random to receive a \$50 cash award from our sponsors. A fourth worker will be chosen for a \$50 cash award if the driver selected is not present.
- The drawings will typically be held at the end-of-day worker party on Saturday. The winner's names, (drivers and volunteers) will be on the results board at the event and will be listed on all final race results along with the series sponsors names.

Series Decals:

A driver's first set is free with registration, subsequent sets cost \$5. In the event of a decal change, or addition/change of series sponsors, new decals will be issued, and old series decals will be honored for one race after the change.

2017 GCR Classes:

- Formula Category: Formula Atlantic (FA), Formula 1000 (FB), Formula Continental (FC), Formula Enterprises (FE), Formula Vee (FV), Formula F (FF), Formula 500 (F5), Formula Mazda (FM), Formula S (FS), Formula First (FST)
- Grand Touring Category: GT-1 (GT1),GT-2 (GT2),GT-3 (GT3), GT-Lite (GTL), GTA (GTA)
- Improved Touring Category: R (ITR), S (ITS), A (ITA), B (ITB), C (ITC)
- Super Touring Category: STU (STU), STL (STL)
- Production Category: E Production (EP), F Production (FP), H Production (HP)
- Sedan Category: American Sedan: (AS)
- Spec Miata: (SM)
- Sports Racing Category: A Sports Racing (ASR), Prototype 1 (P1), Prototype 2 (P2), Spec Racer Ford (SRF), Spec Racer Ford 3 (SRF3)
- Touring Category: Touring 1 (T1), Touring 2 (T2), Touring 3 (T3), Touring 4 (T4)
- Spec Mustang (SMG) Per Appendix M
- B-Spec Category: B-Spec (B-Spec)
- Spec MX-5 (SM5)
- Spec E46 (SpecE46) Per Appendix N

2017 CEN DIV Regional Only Classes:

Baby Grand (SPU), Legends Cars (LC) Sports 2000 (S2), Club Formula Continental (CFC), Club Formula Ford (CFF), ITJ, ITE: (ITE1), (ITE2), SMT, Super Production Class (SPO), (SPU), Spec 944 (SPEC944)

2017 Regulations:

The CENDIV Championship Rules, listed below remain in effect until superseded by the next year's rule set.

Baby Grand – Per SPU rules.

CFC

- All Club Formula Continentals will be subject to compliance with the current GCR in the area of safety related equipment and those Formula Car Specifications pertaining to Formula Continental in the 1990 Formula Car Specifications. It is the intent of these rules that the car race in the 1990 (or earlier) configuration with no updating beyond the 1990 model year except for safety related items.
- All Club Formula Continentals conforming to the SCCA GCR manufacturer's model year of 1990 and older are eligible for Club Formula Continental status.
- All cars will carry the class identification CFC on both sides of the car.
- Weight:
 - Ex-Formula C . 2 Cycle engine: 1180 lbs. with driver. 4-cycle engine: 930 lbs. with driver.
 - Ex-Formula SV (air cooled): 882 lbs. without driver.
 - Formula 2000: 1175 lbs. with driver.

CFF

- A. Chassis Eligibility: All Club Formula Fords must have outboard spring/shock mechanisms on at least one end of the car. A suspension is “outboard” if two conditions are met: (1) the upper mount of the spring/shock mechanism is equal or further in distance from the centerline of the chassis than the upper suspension mounting point and (2) the lower spring/shock mounting point is further outboard than the upper spring/shock mount and attaches directly to either the hub carrier or one or both lower suspension links. In this definition, trailing arms and radius rods are not considered to be suspension links. Club Formula Fords should be raced as nearly as possible to their model’s original specifications except as noted below. The chassis may not be modified or updated except to improve driver safety. Suspension may not be modified or updated except that stronger materials may be used as long as they match the dimensions of the original piece. Example: the hub carrier may be a weldment instead of a casting as long as the original suspension link and spring/shock mounting points are the same. GCR legal compliant shocks and springs and GCR compliant engine components (flywheel, aluminum head, crank, pistons, etc.) are not otherwise restricted in Club Formula Ford.
- B. Tire Restrictions: One of the following “hard” restricted performance tires must be used during all dry practice, qualifying, and race sessions: Avon ACB9-A29 compound slick, Hoosier 43130 Front/43307 Rear R60A series compound slick, Goodyear 600 compound slick, American Racer 133 compound slick, Dunlop CR82 or CR84 9092 compound tread, and Sumitomo HTR-200 series tread. Any of the above tires, or any tire with the words “wet” or “rain” molded into the sidewall may be used during wet practice, qualifying, and race sessions.
- C. All cars must comply with current GCR safety rules.
- D. Weight with driver:
 - Ford Cortina Engine: 1050 lbs.
 - Ford Kent and Honda Fit Engines: 1100 lbs.

ITE

Cars prepared for any past or current recognized showroom stock based professional racing series, not eligible for any current SCCA competition class. In addition, cars prepared to PCA, NASA GTS and BMW club racing specifications, not eligible for any current SCCA regional competition class. All cars must meet minimum safety requirements defined in the current GCR and ITCS for Improved Touring. Drivers must be able to prove compliance to the series rules the car is prepared to. All cars must run DOT approved treaded tires.

ITE 1

ITE cars over 3 Liters normally aspirated and over 2.5 Liters with forced induction.

ITE 2

ITE cars 3 liters and under normally aspirated and 2.5 Liters and under with forced induction.

ITJ

The purpose of IT-J is to create a regional class where cars built for ChumpCar or Lemons racing, if meeting SCCA safety rules, would have a place to race on an SCCA Regional race weekend. As opposed to any other class of SCCA road racing, IT-J competition is designed as a “fun run” class, without any promise of intent of performance equitability. IT-J is designed to provide a way for drivers to earn an SCCA racing license and race in regional competition with the absolute lowest cost vehicle. In no way will any waivers be considered or granted in areas regarding safety of vehicle or driver.

- A. All IT-J competitors must comply with section 9 of the current GCR.
- B. IT-J vehicles may race with prior accident damage, as long as that prior damage does not create a danger to the driver of that vehicle or fellow competitors.
- C. Non-functional additions to vehicles, whose primary purpose is to express creativity, theme, are allowed only if do not create a potential safety hazard to the driver or fellow competitors
 - a. External “props” such as (but not exclusive to) mannequin legs, papier-mâché shark fins, hood mounted longhorns, butterfly wings, are not allowed
 - b. Death Race 2000, Road Warrior, military vehicles and vessels with mounted armaments, and Animal House “attack” vehicles are expressly prohibited.
- D. IT-J eligible vehicles
 - a. Must be a “mass produced,” gas-powered, four wheel passenger car
 - b. Minimum weight of 1800 pounds and a maximum weight of 4000 pounds and a production-based engine.
 - i. Cars weighing over 4000 pounds, but under 4300 pounds may appeal to tech for an event waiver.
 - c. Tires must conform to applicable Improved Touring rules, i.e., must be DOT rated tires, and sizes must be consistent with allowable dimensions per the GCR. 190wear-dated tires are not mandated, but they may be used if the racer prefers.
 - d. Preparation regarding brakes, suspension, and engine must meet SCCA Improved Touring rules.
- E. IT-J competitors are encouraged, but not mandated, to meet the \$500 + safety equipment rule of Chump Cars.
 - a. A \$3000 claiming rule or future race exclusion penalty for vehicles not racing within the spirit of the IT- “Junk” car class may be instituted (will be announced prior to the event).
 - b. Handicapping of vehicles based on qualifying laps, actual race lap times, and by competitor input may be instituted at the discretion of Race Stewards.

Legends Cars (LC)

(See 9.1.C.2.b 2017 GCR). Cars must comply with current Legends Car Rules published by 600 Racing.

Sports 2000 (S2)

Per S2 Rules of the 2013 GCR

SMT -Must meet current GCR Spec Miata rules, but with an open tire.

SUPER PRODUCTION (SP) - Cars which exceed the preparation limitations of the applicable Production or GT Category Rules but which meet the General Technical Specifications of Section 9.2, 9.3, and 9.4 of

the current GCR for GT category cars. This includes cars not listed in the GT or Production specification pages, such as FIA homologated production cars. (see 9.1.C.2.a 2017 GCR)

SPO - Cars meeting GCR requirements for SP, over 3 Liters.

SPU - Cars meeting GCR requirements for SP, 3 Liters and under.

SPEC944

These specifications are based on the SCCA Improved Touring Category Specifications (ITCS) as well as the National Auto Sports Association® (NASA) specs as well as the Porsche Club of America® specs. All automobiles shall conform to the current GCR Section 9.

A. PURPOSE

- a. SPEC 944 Class is intended to provide the membership with the opportunity to compete in low cost cars with limited modifications, suitable for racing competition. To that end, cars will be models, as offered for sale in the United States. They will be prepared to manufacturer's specifications except for modifications permitted by these rules.
- b. In addition to the rules in this section, the stock safety/crash/crush integrity as designed by manufacturer must be maintained. Suspension attachment points must remain factory stock while allowing the use of spherical bearings or composite/plastic materials. Aero changes that are non-factory stock are not allowed. No lightening of body panels or parts other than that necessary for safety is allowed. Carbon fiber parts are specifically not allowed. Eligible cars are 1983–1988 Porsche 944 (2V) and 1986–1988 Porsche 924S (2V). Updates to early model cars with late model parts are allowed. Turbocharged cars are not eligible for SPEC 944 competition. Cars need not be eligible for state license or registration.

B. INTENT

It is the intent of these rules to restrict modifications to those useful and necessary to construct a safe race car. Competition adjustments, other than as outlined in section 9.1.3.A, 9.1.3.C, and 9.1.3.D are not allowed. Other than those specifically allowed by these rules, no component or part normally found on a stock example of a given vehicle may be disabled, altered, or removed for the purpose of obtaining any competitive advantage.

C. SPECIFICATIONS

- a. Updating and backdating of components 1983–1988 Porsche 944 (2V) or 1986–1988 Porsche 924S (2V) is allowed to maintain competitiveness of cars. Stock updated/backdated components may be substituted as a complete assembly (engine long block, transmission/transaxle, induction system, fuel injection system, differential/axle housing). Due to the lack of availability/cost of OEM parts, after market stock or stock equivalent parts may be used for parts interchange (e.g., late model fifth (5) gear, limited slip units, pistons, induction/fuel system, etc.): however, all parts of an assembly shall be as originally produced for that assembly. Parts or assemblies which the manufacturer lists in factory service manuals or parts guides for a particular model

which supersede or replace original parts or assemblies are permitted. Documentation of the superseding parts is the responsibility of the driver.

- b. Stock replacement parts may be obtained from sources other than the manufacturer provided they are the exact equivalent of the original parts. The intent of this rule is to allow the competitor to obtain replacement parts from standard industry outlets, e.g., auto-parts distributors, rather than the manufacturer. It is not intended to allow parts that do not meet all dimensional and material specifications of new parts from the manufacturer.
- c. A Shop Manual or its equivalent for the specific make, model, and year of automobile is required to be in the possession of each entrant. Factory Shop/Service Manuals may come in the form of printed material, microfiche, CDs, DVDs and/or Internet access of the manufacturer sponsored web-based databases. It is the responsibility of the competitor to provide the electronic device capable of assessing the data for compliance verification. The proof of legality shall rest upon the protestor and/or protestee.
- d. The Vehicle Identification Number (VIN) shall correspond with the automobile classified, and will determine the model and type for competition purposes. A minimum of two (2) VIN plates and/or stampings is required.

D. Appearance/Body Structure

a. Exterior

The exterior must have a clean and neat appearance.

- i. No air dams, wings or spoilers are allowed other than stock components. Modification of the front air dam consisting of removing the element between the fog light buckets to enhance cooling is permitted. The backing of fog light buckets may be removed for cooling purposes including, but not limited to oil cooling and brake cooling, and for engine air intake. The 944 front valance may be replaced with a fiberglass unit providing that it is an exact replica. Debris screens may be added to the front spoiler to protect the radiator and other openings so long as they serve no other purpose. These screens may not be used to improve aerodynamics.
- ii. Fenders and wheel openings shall remain unmodified. The front fender liners may be removed or modified. Front and rear wheel fender opening lips may be rolled inward to maximize tire/wheel clearance.
- iii. Stock "flag style" exterior mirrors mounted in the stock locations on the driver and passenger doors are required. Any interior mirror (s) may be used.
- iv. Any paint scheme/colors may be applied.
- v. Body molding, antennas, license plates, license plate frames, license plate lights, and insignias and emblems may be removed. Turn signals and marker lights may be removed. Exposed holes in the body work from these lights may be left open or filled in. Tail lights must remain intact, but may be taped over with exception of the brake light area.

- vi. Hood pins/latches are permitted. Stock hood latches may be disabled or removed.
- vii. No part of the bumper system may be removed or modified except for the rubber bumper moldings. Tow hooks may be added to the bumpers.
- viii. Rear Hatch must be run in the stock closed position. External latches are allowed.
- ix. Body work may be updated/backdated between the 924S and 944 only as a complete package including, but not limited to, front fenders, front spoiler and rear quarter panels. Body panels must be stock or OEM equivalent. Stock 924S and 944 rear spoilers (83-88 model years) may be interchanged on the 924S and 944 with no restrictions.
- x. Exterior door handles in the stock locations are required.
- xi. Class identification: the identification for this class is S944 and must be displayed according to GCR Section 9.3.29

b. Interior

The interior must be clean with no loose objects.

- i. The driver seat shall conform to the SCCA GCR. The passenger seat may be removed or replaced with a racing seat. The rear seats may be removed.
- ii. Dashboards may be modified or replaced with panels that will conceal the instrument cluster and remaining dashboard wiring. Dash areas must maintain a clean and neat appearance. Additional gauges may be added. Stock gauges may be removed or replaced.
- iii. Turn signal and wiper stalks may be removed.
- iv. Steering wheels may be replaced. Quick disconnects and steering wheel spacers are allowed.
- v. The air conditioning system may be removed. The heater core and blower fan assembly may be modified or removed.
- vi. All interior trim including radio, speaker, headliner, stock seat belts, sun visors center console, carpet, soundproofing and coatings may be removed.
- vii. Unused wiring, brackets, nuts bolts and studs may be removed.
- viii. Ducting may be added to provide fresh air to the driver/passenger compartment, providing that no modifications of the body structure are made to accommodate this addition.
- ix. Spare tire and emergency jack may be removed.
- x. The door window glass, window operating mechanism, inner door trim panel, armrest, map pockets, wiring harnesses for door locks, windows, power mirrors, seat wiring, etc., and inside door lock operating mechanism may be removed and the inner door structural panel may be modified, but not removed only if the roll cage door bars extend into the door cavity. Stock side impact beams shall not be removed or modified. Both doors must be capable of opening and

closing and the stock latch must remain intact. Interior door handles may be replaced or relocated. Door windows must be open during operation.

c. Body Structure

The chassis structure must remain intact and stock except as noted.

- i. Headlights and headlight motors may be removed. If the headlights are removed, the stock covers must be installed in the front body work in the stock location in a secure fashion. Headlight cover gaps may not be filled in or taped over. Headlight positions may not be used for ducting of air in any way. Headlights may be run in the down or up position for all daylight races. Supplemental regulations for night time racing may supersede these rules.
- ii. The metallic support structure of the hood must remain intact. Hood insulation padding may be removed or replaced.
- iii. Windshield wipers, motors and associated hardware may be removed, replaced or modified.
- iv. Heat shielding may be removed. This includes both foam and glued on heat shielding as well as bolt on metallic panels.
- v. The stock under tray extending under the radiator to the engine support cross member may be removed. Modifications to the stock under tray are allowed, but the size of under tray may not be increased. Aluminum or plastic may be used to fabricate an under tray of the same size and shape as stock. No fabricated or modified under tray shall be sufficiently heavy as to act as ballast.
- vi. Sunroofs must be securely mounted. All sunroof components such as motors, cables etc. may be removed. Replacement of the sunroof with a metal panel is allowed. Filling in of the gaps to create a non-sunroof appearance is allowed. Entire roof panels may be replaced with panels similar in contour and weight of stock non-sunroof cars. Roof support structure on sunroof cars may be modified to match a non-sunroof configuration.
- vii. The battery may be replaced with a unit of any size, but it must be securely mounted in the stock location and must be capable of starting the car.
- viii. Lexan may be used for windshields when conforming to SCCA GCR 9.3.55 and may be substituted for window glass in the doors only.
- ix. All undercoatings may be removed.
- x. Unused wiring, brackets, nuts, bolts and studs may be removed.
- xi. Additional trailer tie down points may be added.
- xii. The spare tire well may be modified to allow for its removal and replacement all or in part. An example of this would be cutting the box off or making an access hatch, then reattaching the box or hatch with fasteners. The spare tire well must retain its stock shape and location in all cases. The intent of this rule is to allow for better access to the transmission while preventing any underbody aerodynamic advantages that may result from removing the tire well from the air stream on cars with 17.4 gallon steel fuel tanks. Only cars using the larger

stock plastic 21.1 gallon fuel tank may remove the spare tire well entirely and install a metal panel to cover the hole at the level of the rear cargo deck.

- xiii. The spare tire well and rear cargo deck may be removed or modified to allow for a fuel cell installation conforming to section 12.6.1 and the SCCA GCR's. Underbody panels may need to be added to ensure a similar to stock airflow under the back of the car.
- xiv. Factory jack points located on each rocker in the middle of the car may have a steel or aluminum plate of 6"x 6" max per side and 1/8" thick added to limit deformation of these points that can occur during raising of the car.

E. Engine

a. General

All rules related to engines are intended to ensure parity in horsepower between cars. All engines, components, and parts must have been offered for sale in a Porsche 944 from model years 1983-1988 with 2.5 liter eight valve engines only, sold by a dealer in the United States of America. All engines and their internal components must remain stock, except as provided by these rules, and within factory specified tolerances. Engine blocks, crankshafts, pistons, connecting rods, camshaft, head casting and cam tower casting must be the original Porsche factory part or genuine Porsche OE replacements. Cars may be updated and backdated with parts from the Porsche 944 and 924S from model years 1983-1988 with 2.5-liter eight-valve engines only.

b. Balancing

Balancing and lightening of engine parts and engine components is not allowed.

c. Cooling System

Antifreeze is prohibited. Additives, such as Redline Water Wetter is permitted. Heater core bypass or block-off systems are allowed. No additional water cooling devices are allowed. Radiator fans may be direct wired with switches. Radiator fans and fan shrouds may be removed or replaced with any replacement fan or fans. Fans and fan shrouds may only be used to direct air flow through the radiator.

d. Radiator

Any radiator may be used provided it is mounted in the factory OEM location. Radiator mounts may be modified to facilitate radiator installation and secure mounting. The lower radiator mount rail may be moved up or down to allow for a taller or shorter radiator than stock. The upper mount rail and both left and right side rails must remain in their original position and still function as radiator supports. Radiators must be installed at 90 degrees to the ground and in their original position forward/aft in the chassis.

e. Heads

- i. Cylinder heads may be shaved to limits listed in E.e.i. and E.e.ii. and E.e.iii. to achieve the maximum compression ratio of 10.5:1 for all eligible model years.

- ii. Minimum thickness for installed heads is 0.929in (23.59mm) for 9.5:1 pistons and 0.965in (24.51mm) for 10.2:1 pistons as measured to the surface of the block from the factory reference location as show on factory manual page 15-16a dimension A. This installed measurement includes the head gasket thickness and allowance for some variation of head gasket crush and measurement. The surfaces can be accessed by removing only the intake boot. Tampering with the measurement surfaces in a way that distorts the actual head thickness measurement will be subject to penalties.
 - iii. Uninstalled minimum head thickness measurements are as follows 0.891in (22.62mm) for 9.5:1 pistons and 0.927in (23.54mm) for 10.2:1 pistons as measured in factory specified location and assume use of a stock 1.1 mm (.043in) head gasket. Factory repair 1.4mm (0.055in) head gaskets may also be used and their extra thickness must be taken into account if a head is inspected after being removed from the engine. For reference the factory specified head thickness is 24.0mm \pm 0.1 (.945 in \pm .004).
- f. Gaskets
 - OEM or OEM replacement gaskets are required.
- g. Thermostat
 - Any thermostat is allowed. The thermostat may be removed.
- h. Oil Cooling
 - Any external oil cooler, such as the factory turbo unit, may be added or used to replace the factory oil cooler. Oil pressure reservoirs, such as the Accusump, may be installed.
- i. Engine Modifications
 - The following modifications may be made to the internal components of the engine to ensure reliability. No other modifications may be made.
 - i. Crankshafts may have one additional hole drilled in each rod journal.
 - ii. A "trap door" baffle in the bottom of the oil pan may be added to prevent oil starvation in left hand corners. This baffle typically consists of a vertical plate with a free swinging one way panel. This plate shall be welded in to the sump of the oil pan in the approximately 2" from the side of the oil pan which contains the drain plug. Non-stock windage trays and nonstick crank scrapers are not allowed.
 - iii. A ring around the oil pickup screen may be added. The oil pickup and drain tube may be reinforced or extra supports added. A steam vent may be added to the rear of the cylinder head. The steam vent shall consist of a hole drilled into rear vertical surface of the cylinder head approximately 1" below the cam tower mating surface. A thread fitting (or plug) shall be installed in this hole with a hose routed to the coolant expansion tank with a T-fitting into the radiator vent line. The radiator vent line is the small (approximately 1/4 diameter) line extending from the top of the radiator to the coolant expansion tank.

- j. Alternator
 - Alternators may be relocated or repositioned by use of either the factory A/C delete bracket or any aftermarket bracket or tensioning system. The alternator may be mounted no lower than the position defined by the factory A/C delete bracket.
- F. Induction/ Exhaust/ Fuel Systems / Engine Management
 - a. Throttle Body, Intake Manifold and Air Flow Meter The throttle body and intake manifold must remain stock genuine Porsche OE with no modifications. The external surface of the intake manifold may be painted or powder coated for an improved appearance only. Insulating of any part of the air intake system from the inlet of the airflow meter is not allowed. The air flow meter must be stock genuine Porsche OE and be unmodified but can be adjusted (tuned and wiper bent to maintain clean contact with track).
 - b. Air Filter
 - i. Any air filter or filtration system may be used. Air may be ducted to the air flow meter from any location inside or under the car including the fog light buckets.
 - c. Ignition System
 - i. Any spark plugs and spark plug wires may be used. Offset woodruff keys are not allowed between camshaft and camshaft gear.
 - d. Fuel Filler Neck
 - i. Fuel filler restrictor and the steel spring loaded flapper door may be removed. The remainder of the fuel filler neck must remain in the stock location and be the only means of adding fuel to the car.
 - e. Computer Engine Management System
 - The stock genuine Porsche OE computer engine management system (DME) is required. Genuine Porsche OE unmodified chips are required. Also see K.c.i.
 - f. Fuel Delivery System
 - All components of the fuel delivery system must remain stock and unmodified, except for the following.
 - i. The stock fuel tank may be replaced with a fuel cell(s) conforming to the SCCA GCR's, located in the rear of the car no farther forward than the forward edge of the stock tank. The maximum capacity of the fuel cell system is 21.1 gallons.
 - ii. Any fuel cap may be used.
 - iii. A fuel sampling port must be added per Section 9.3.26.B. of the GCR.
 - iv. A fuel tank drain system may be added.
 - v. Rubber fuel lines from the chassis to the fuel rail may be replaced or modified. Any covering or heat shielding allowed on these lines in the interest of fire prevention.
 - g. Exhaust System
 - i. The stock genuine Porsche OE exhaust manifold (header) is required. The stock header consists of two separate manifolds, one connecting cylinders 1 and 4

and the other connecting cylinders 2 and 3. Headers may be welded to repair cracks and headers may be wrapped with appropriate materials so long as the wrap is removable. Headers may not be coated inside or outside. See also K.c.ii.

- ii. Exhaust system rearward of the OEM header is unrestricted provided it serves no other function than to expel exhaust gases.

- h. Throttle Cam

The throttle cam may be modified or replaced.

- i. Wire Harness

The engine wire harness may be repaired or simplified. Additional sensors may be added, but they shall be for monitoring only and may not alter engine operation in any way.

- j. Emissions Controls

All emission controls systems and devices may be removed or modified. Unused vacuum ports shall be plugged. The vacuum reservoir tank may be removed.

- G. Transmission/ Differential

- a. Clutch

Any clutch disc may be used. The pressure plate and flywheel must be OEM or exact equivalent of no less weight for particular model of car.

- b. Differential

The stock 3.889 (9:35) final drive ratio must be used. Differentials are free.

- c. Transmission

First through fourth gears must remain stock for the Porsche 1983-1988 944 and 924S naturally aspirated models. Updating to the stock shorter fifth gear from the 924S and the 1988 944 is allowed.

The allowed gear ratios (gear tooth count) are:

First 3.6000 (10:36)

Second 2.1250 (16:34)

Third 1.4583 (24:35)

Fourth 1.0714 (28:30)

Fifth 0.7297 (37:27) or 0.8286 (35:29)

- i. Transmission shift linkage may be modified to remove slop or to repair worn components. The length of the shift lever and the distance of throw of the shifter may not be modified. "Short Shifters" are not allowed.

- H. Suspension Components

- a. Components

All suspension components must be stock parts and mounted in unmodified original factory mounting locations. Updating or backdating of suspension components (e.g., control arms, trailing arms, hubs, spindles, or factory spacers) from eligible model years is allowed provided the maximum track width is not exceeded.

- b. Track Width

The maximum track width for all cars shall not exceed the stock 944 width front and rear. The 924S models may increase stock width by use of updated suspension components or adding spacers providing that the tires do not touch the fenders or springs at any point in the suspension travel.

- i. For the purposes of inspection and compliance the maximum track as measured in shall be no greater than 68.25 inches front and 67.25 inches rear.
 - ii. Track width shall be measured by use of a mark made on the ground at the outside edge of the tires using the side wall as guide and in line with the center of the hubs front and rear. This is measured with driver as the car comes off the track.
- c. Shocks
- i. Shocks must be either the original factory installed shocks or the following models and part numbers. Custom valving is not allowed.
 - 1) Koni;
 1. Front: 8641-1038 Sport, 8641-1414 Sport
 2. Rear: 26-1209 Sport, 8040-1035 Sport
 - 2) Bilstein
 3. Front: P30-0104
 4. Rear: B36-0161, B36-2052
 - ii. Shock tower braces are allowed but may only attach to the stock shock tower using the factory shock tower bolts holes.
 - iii. Camber plates are allowed provided they bolt to the chassis using existing shock mounting holes and make no modification to the shock tower.
- d. Springs
- i. Any rate spring is permissible in the factory original location only. Coil-over systems are prohibited in the rear. Solid rear torsion bars up to a maximum of thirty millimeters (30mm) O.D. allowed. Hollow rear torsion bars up to a maximum of thirty one millimeters (31mm) O.D. allowed.
 - ii. In the interest of improved maintainability, torsion bar support end caps and torsion bar ends may be modified to allow for simplified rear ride height adjustments. Holes may be drilled into the body to allow for removal of the torsion bars while the torsion bar carrier is still mounted in the body.
- e. Sway Bars
- Any sway bars are permissible as long as they are not cockpit adjustable.
- f. Ride Height
- Any ride height is allowed, providing that no part of the vehicle touches the ground (except the tires), while in operation on track. Non-metallic bump stops may be replaced, removed or modified provided they serve no other function. Their chassis mounting points may not be modified. Cars may not rest on the bump stops or bump stop mounting points in static form with the car at race weight.

- g. Suspension bushings
 - i. Stock rubber suspension bushings may be replaced with any non-metallic bushing. Stock bushings, consisting of rubber and metal, may be replaced with a combination of nonmetallic/metallic bushing so long as the metallic portion does not exceed that of the stock bushing and the geometric relationship of non-metallic/metallic is maintained. Factory 968 style caster blocks are allowed. No bushing may alter original suspension geometry.
- h. Steering
 - i. OEM manual or OEM power steering may be used. The power steering rack may be converted to manual. The steering lock may be removed. Power steering cooler, lines, reservoir tank and reservoir bracket may be removed.
- i. Rims
 - i. Any 15 X 7 inch wheels with offsets of 23.3 or 52.3 mm are allowed. Wheel spacers are allowed as long as the maximum track width is not exceeded.
- a. Tires
 - i. Any 15 inch DOT approved tire may be used. Tires must conform to GCR 9.3.45.
- b. Steel A-Arms
 - ii. Stock steel A-arms may be box welded to increase strength.
- c. Aluminum A-Arm Ball Joints
 - iii. Any material may be used in the ball joints cups on aluminum A-arms when rebuilding. Aftermarket ball joints may be used. Pin diameter must remain stock at 17 mm. longer than stock geometry correction pins are not allowed.
- I. Brake System

The brake system must remain stock including calipers, and cylinders except as noted. ABS must be disabled even if installed by the factory.

 - a. Brake Pads
 - Any brake pads are allowed.
 - b. Brake Lines
 - Steel braided brake lines are allowed.
 - c. Backing Plates
 - Disc brake backing plates may be removed, replaced, or modified to accept brake duct lines.
 - d. Parking Brake
 - The parking brake lever and/or cables and associated parts may be removed.
 - e. Brake Fluid
 - Any brake fluid is allowed.
 - f. Brake Cooling
 - Brake cooling systems are allowed provided they use only air for cooling. Air may be vented through the fog light area in the front air dam for brake cooling. Brake cooling ducts may be installed.

- g. Brake Rotors
 - Only one piece steel rotors of stock dimensions are permitted. Cross drilling and/or gas slotting of the rotors is allowed. Cryogenic treatments are allowed.
- h. Brake Bleeders
 - Brake and clutch bleeders may be relocated, modified or replaced to improve maintainability. Excessively long lines that may aid in cooling or modifications that may allow for bleeding in motion are not allowed.
- J. Safety
 - a. General
 - All safety standards not specified herein shall conform to the SCCA GCR. All rules related to safety are intended to meet or exceed those of the SCCA GCR.
 - b. Roll Cages
 - Roll Cages must conform to the specifications found in GCR 9.4 ROLL CAGES FOR GT AND PRODUCTION BASED CARS. Spec 944 cars shall be considered as Improved Touring or Touring for purposes of these rules.
 - c. Electrical Master Switches
 - Electrical master switches are required and must be installed per Section 9.3.34 of the GCR.
 - d. Fire System
 - A Fire System is required as per GCR 9.3.23 A, B.
- K. Weight
 - a. Minimum Weight
 - Minimum weight requirements must be met immediately following all qualifying sessions and races. The car including driver must weigh at least 2,600 pounds.
 - b. Additional Weight - Ballast
 - i. Additional weight shall serve no other purpose than to increase the weight of the vehicle. This additional weight shall be known as "ballast."
 - ii. Ballast shall be made of solid metal, and must be installed securely. All ballast must be secured using at least one 3/8-inch grade 5 bolt, two 'fender washers' and a locking nut system for every ten pounds of weight. Example: A seven-pound block requires at least one bolt system as described herein. A 30pound block requires at least a three-bolt system.
 - iii. All pieces of ballast must be bolted through the floor pan on the passenger side of the cockpit, no further rearward than the front holes of the seat bolts. The floor pan may be reinforced as required to ensure a secure mounting of the ballast. The ballast must be mounted on the top surface of the floor pan.
 - c. Special Modifications
 - i. Aftermarket performance engine management chip is allowed with a 25 lbs. increase in minimum weight.

- ii. Aftermarket performance headers are allowed with a 25 lbs. increase in minimum weight.
- iii. Flywheels lighter than stock are allowed with a 30 lbs. increase in minimum weight.
- d. Implementation of Weight Increases
 - Allowances listed in K.e may be applied individually or all together. If multiple allowances are used then weights will be added to generate the new minimum weight. For example if just an engine management chip is used minimum weight would increase to 2625 lbs., if all 3 allowances are used then it requires an 80 lbs. increase in minimum weight to 2680 lbs. with driver.
- e. Notification Requirements
 - Drivers must inform Tech any time Section K.e. or K.d. will be used. This must be done before taking part in any SPEC 944 sessions.

Document Updates:

Current Version Date: – September 28, 2016

September 28, 2016-Removed schedule. Added language referencing current schedule on CENDIV-SCCA.ORG

September 13, 2016-Updated for 2017 season. Added additional language is Regulations section (Coulter). CFF; changed tire: Hoosier 43130 Front/43307 Rear R60A series compound slick.