



2011 Event Schedule
13 races, 15 points opportunities across 8 weekends

Date	Hosting Region	Location
**May 1	CenDiv Regional	Blackhawk Farms Raceway
May 21-22	Milwaukee Double Regional	Road America
May 28-29	Land O Lakes Regional	Brainerd
Jul 9-10	Land O Lakes Double Regional	Brainerd
Jul 30-31	Blackhawk Valley Double Regional	Blackhawk Farms Raceway
Aug 13-14	Chicago Region Double Regional	Road America
Aug 27-28	Milwaukee Region Double Regional	The Milwaukee Mile
**Oct 8-9	Chicago Region Regional	Blackhawk Farms Raceway

** Double-points event

Registration must be done before the event to earn points for that event. Registration is required to earn series points and is provided at no charge. Competitors can register via the link on the CenDiv site. 2011 Registration will be done on MotorsportsReg. New stickers for 2011 will be mailed to all who register.

IMPORTANT!! In order to receive points for a race weekend, you must have registered for the Champ Series by the Friday night before the event at midnight. No at track registration is planned this year.

Final standings will **only** reflect competitors who finish at least **7** of the **13** races, who have not competed in class at this year's Runoffs.

Trophies:

- Each race - Standard trophies from the region, Event Winner sticker for 1st in Class
- End of year - 1st - 3rd place for each class. (Low car count classes awarded 1st place only)
- End of year – Jackets for class champions

Points: Points are awarded by finish - 12,10, 8, 6, 4, 3, 2, 1

- 1 bonus point for having at least one timed lap in either qualifying or the race
- 1 bonus point for starting race (not shown as DNS or DQ on official results)
- Points standings are posted on the CenDiv website.

Tie breakers will be handled according to GCR 3.9.1.E, Division Championship Ties.

It is the competitor's responsibility to ensure cars finishing in higher positions have the correct series decals, and to point out discrepancies to race officials at the event. Cars without series decals will be awarded their finish for the event, but will not accrue points towards the series championship. Cars driven by non-registered drivers will not accrue series points but will be awarded their finish for the event.

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.

Every Class eligible: GTA, GT1, GT2, GT3, GTL, EP, FP, HP, SP, SPO, SPU, STO, STU, STL, AS, T1, T2, T3, SSB, SSC, ITR, ITS, ITA, ITB, ITC, F5, FA, FB, FC, FE, FF, FM, FS, FST, FV, CFC, CFF, ASR, CSR, DSR, SRF, S2, ITE1, ITE2, BG, SM, SM5, SMT, Spec 944, etc.

Specifically does NOT include National races, or National drivers attending the runoffs in class. (For example, if you go to runoffs in GT2, you can still compete regionally in the series in SRF. You can also compete regionally in GT2, but you won't accumulate Series points)

2011 regulations for non-GCR regional-only cars:

Baby Grand – Per BG rules.

CFC

- A. 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.
- B. All Club Formula Continentals conforming to the SCCA GCR manufacturer's model year of 1990 and older are eligible for Club Formula Continental status.
- C. All cars will carry the class identification CFC on both sides of the car.

CFF

- A. Chassis Eligibility: All Club 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 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 shocks and springs and GCR legal engine components (flywheel, aluminum head, crank, pistons, etc) are not otherwise restricted in Club Ford.
- B. Tire Restrictions: One of the following "hard" restricted performance tires must be used during all dry practice, qualifying, and race sessions: Hoosier R60 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 GCR legal tire may be used during wet practice, qualifying, and race sessions.

GTA

The following rules are intended to allow competitors to utilize proven stock car technology to compete in SCCA road racing events at a reasonable cost. The philosophy of GTA is to provide opportunities for drivers rather than engineers to showcase their skills. As such it is NOT a class to see who can spend the most money finding and exploiting loopholes in the rules, but instead is intended to use unmodified racing components that are readily available to the general public. If you feel the need to demonstrate you can write very large checks and/or re-engineer just about any piece on your car, you should entertain the idea of running GT-1 or SPO, not GTA. As we continue to expand the GTA rules to include new chassis, bodywork, and engine specifications, a certain amount of adjustment of the rules must be expected as we gain track experience with the various packages. Unless there is an obvious inequity between packages, however, these changes should never occur during a given competition season.

These rules shall govern all of the events and, by participating in an event, the competitor is deemed to have complied with these rules. No implied or express warranty of safety shall result from publications of, or compliance with, these rules and/or regulations. The rules are intended as a guide for the conduct of the competition and are in no way a guarantee against injury or death to a participant, spectator or an official.

ALL CARS ARE SUBJECT TO PERIODIC INSPECTIONS TO ENSURE COMPLIANCE WITH THESE RULES.

1. General Specifications

- A. All cars competing in this class must meet all SCCA safety requirements for GT category automobiles found in Section 9 of the GCR unless otherwise specified herein. This includes but is not limited to GCR requirements for:
 1. Vehicle documentation
 2. Driver restraint systems
 3. Drivers safety equipment
 4. On-board fire systems
 5. Fuel & fuel cells (may use either the Touring or GT fuel specs)
 6. Master switch requirements
 7. Brake and tail light requirements
 8. Rollover structures
 9. Seats
 10. Towing eyes
 11. Window safety nets
 12. Gauges and data acquisition
- B. Car number and class designations must meet SCCA GCR specifications. The class designation for GTA is "GTA".
- C. All weights and ride height measurements shall be taken with the car set up for competition and will include the driver.
- D. The maximum rear weight bias at any point during the competition is 50.0 %.
- E. Any ballast used to meet minimum weight must meet the specifications of the current GCR.
- F. Weight shifting devices of any type are prohibited.
- G. No titanium components are allowed for any purpose. Not axles, not fasteners, not engine parts, not anything – put that money back into your pocket.
- H. All cars presented for competition must undergo a technical inspection prior to their first event of each SARRC season. This inspection will determine the minimum weight for that car and that weight will be noted on SEDIV-supplied stickers that should be displayed near the „B“ pillar on each side of the car. If you have questions about the minimum weight of your car, consult with an Advisory Committee member.
- I. **“Open-Hood” Policy:** All GTA competitors agree to allow a non-invasive visual inspection of any component of their car up to one hour before a scheduled track

session by any host organization tech inspector or registered GTA entrant/driver. This also extends to any Impound sessions required by the hosting organization.

2. Chassis Specifications

- A. Any commercially available, mild steel stock car chassis with a minimum wheelbase of 104" and a maximum wheelbase of 108" may be used.
- B. Chrome alloy chassis are not allowed.
- C. There are two basic styles of chassis used in GTA - the "ASA/USAR" chassis and the "Late Model" chassis. They are defined by track and overall height when set to the minimum chassis ground clearance:
 - 1. The ASA/USAR chassis has a track no greater than 62.0 inches and a minimum overall height (measured 10 inches behind the top of the windshield) of 49.0 inches.
 - 2. Any chassis wider and/or lower than those dimensions is considered a Late Model chassis. For a Late Model the maximum track is 65.0 inches and the minimum overall height (measured 10 inches behind the top of the windshield) is 46.5 inches.
- D. The base minimum weight for a car based on the ASA/USAR chassis is 2830 pounds.
- E. The base minimum weight for a car based on the Late Model chassis is 2930 pounds.
- F. The minimum ground clearance for any part of the chassis or bodywork rearward of the front tires (with all tires inflated to a maximum of 25 psi) is 4.0 inches.
- G. The minimum ground clearance for the front air dam (with all tires inflated to a maximum of 25 psi) is 3.0 inches.
- H. The maximum front bumper/body width is 75.0 inches for an ASA/USAR car.
- I. The maximum front bumper/body width is 80.0 inches for a Late Model car.
- J. A minimum of 10.0 inches, measured from the center of the crankshaft bolt to the ground, must be maintained at all times (with all tires inflated to a maximum of 25 psi).

3. Body Specifications

- A. All cars in this class must use 1997 through current-year commercially available stock car bodywork. The types of bodies allowed are:
 - 1. Cadillac CTS
 - 2. Chevrolet Camaro (2010+)
 - 3. Chevrolet Impala
 - 4. Chevrolet Malibu
 - 5. Chevrolet Monte Carlo
 - 6. Dodge Charger
 - 7. Dodge Intrepid
 - 8. Ford Fusion
 - 9. Ford Mustang (2010+)
 - 10. Ford Taurus
 - 11. Ford Thunderbird
 - 12. Lincoln MKS
 - 13. Pontiac G8
 - 14. Pontiac Grand Prix
 - 15. Toyota Camry
- B. Although Five Star is the official body manufacturer for GTA, other vendors may be used. All body components must be utilized in an as-produced, unmodified form and must retain all manufacturer identifying markings. No "one-off" or "high downforce" body packages are allowed.
- C. All cars competing in a race event must have a complete painted or polished gel-coat body to start the weekend. Presentation of stock appearing, very professionally finished racing stock cars is the primary objective of GTA. Overall workmanship and appearance shall be a determining factor when a car is approved for competition.
- D. Absolutely no additional holes, vents, modifications, etc., will be permitted on the body panels except as provided herein.

- E. Unless damaged by an accident during the racing weekend, all body panels must remain in their standard orientation when the car is at speed (i.e. - no flexing or cocking of body panels to vent air from underneath or inside the car is allowed).
- F. The bottom of the car must not be "belly-panned" or flush paneled. Panning may not extend rearward of the trailing edge of the radiator. Other than ductwork that serves no other purpose than to direct cooling air to the brakes, fuel/air metering device (carburetor or throttle body), and/or driver, no fixed or moveable air-directing devices are permitted underneath or inside the car.
- G. Installation of air ducts to direct air to cool the driver is permitted. Air ducts to direct air to cool the driver can be installed behind the a-pillar. Duct and mount cannot exceed 8 inches in height by 12 inches in length. A maximum of three vents may be added to each rear side window to exhaust hot air from the driver's compartment.
- H. The hood must have a minimum of four (4) positive locating pins on the leading edge of the hood and must be securely fastened by either pins or hinges at the rear. Cars using Late Model hoods may install the Five Star hood hold down (part #570-3700 or part #660-3700) to stabilize the front of the hood.
- I. If used, a cowl opening shall be located at the rear edge of the hood at the base of the windshield and have a maximum opening of 2.5" deep by 20.0 inches wide. Fresh air boxes to the fuel/air metering device (carburetor or throttle body) are allowed as long as that ductwork serves no other purpose.
- J. The single-plane rear blade spoiler must be mounted at an angle from 50 to 75 degrees (perpendicular to the ground being 90 degrees) and may not extend beyond the rear bumper when viewed from directly above the rear bumper. Spoilers must be a minimum of .063 aluminum or Lexan and may vary in overall height to match the contours of the bodywork. The rear spoiler dimensions shall not exceed 59.0 inches wide by 5.0 inches in height, or 295.0 square inches total surface area. Braces to prevent spoiler deflection are allowed, but may not serve any other purpose.
- K. A full, stock-dimension molded front windshield is mandatory and must be constructed from 3/16" (minimum) Lexan. Three (3) 1-inch by 1/8" thickness internal windshield support braces should be spaced at least on six-inch centers and roughly centered on the windshield. The windshield must be secured to the body by bolts and/or rivets to prevent the windshield from popping out under internal pressure such as a spin.
- L. A full, stock dimension molded rear "glass" constructed of minimum .093" thickness Lexan is required. It must be held securely in place by a minimum of two (2) 1.0" wide external straps as well as bolts and/or rivets mounting the "glass" to the rear bodywork around the perimeter of the opening. Back "glass" must also be securely braced internally to prevent significant bowing or distortion under racing conditions.
- M. Side windows (driver and passenger side) must remain as produced in dimensions. Models with rear quarter or opera windows must have the stock opening covered with clear, securely mounted .093" thick Lexan. All window net installations must meet SCCA specifications.
- N. Cars must be neat in appearance at all events. All cars must have complete bodies, fenders, hoods, grills, and bumpers. Cockpit floors must be complete with no tunnels and/or air ducts allowed. No streamlining will be allowed, such as windshields, underpans, radiator grills or headlights. Taping of hood and/or body seams is not allowed.
- O. Headlight decals and taillight decals or the model's original taillights are required at all times. Two functioning brake lights in the approximate location of the stock taillights are required. If you are planning to run in the rain, two functioning taillights are also required.
- P. Late model bodies may use "vent windows" to stabilize the A-post at high speeds. The maximum dimension along the top of the door will be nine (9) inches, and the trailing edge must be ninety degrees from the top of the door to the A-post. No vent windows may be added to the existing panels of the flange-fit bodies.

4. Suspension/Shock Absorber Specifications

- A. Springs are open.

- B. The steering wheel must be mechanically coupled to the front wheels and activate only those wheels (no “steer by wire” or “four-wheel steering”). Power assist is allowed and may be driven off the differential.
- C. A collapsible steering column, either by layout design or column construction, is required.
- D. Front lower control arms must be made of steel. Upper control arms, strut arms and upper pivot shafts may be aluminum.
- E. Spindles must be steel and designed for racing applications.
- F. Independent front suspension with articulated upper and lower control arms is mandatory.
- G. Major steering components including steering arms, tie rods, idlers, etc., must be fabricated from approved ferrous or non-ferrous alloys. All heim joints must be of aircraft quality.
- H. Sway (anti-roll) bars must be made of steel. Heim joints are allowed to be attached to the lower control arm(s) and/or rear end. Driver adjustable sway bars are not allowed.
- I. The longitudinal linking system for the rear of the chassis may not exceed four locations and may not include a “torque tube” of any design. Spring-loaded and/or cushioned (torque absorbing) links are permitted.
- J. Either a panhard bar or Watts link may be used to locate the rear axle laterally.
- K. Independent rear suspensions are not allowed.
- L. As long as it has no remote reservoir, any single-adjustable shock absorber may be used with no weight penalty. If even one shock absorber is multi-adjustable or has a remote canister, a fifty (50) pound weight penalty is assessed.
- M. Driver adjustable shock absorbers are not allowed.

5. Rear End Specifications

- A. Ford 9” or Quick Change units only. No “rear drive” or modified driven Quick Change rear ends are allowed.
- B. All axle tubes must be made of steel.
- C. The maximum rear camber per wheel is +/- 1.75 degrees.
- D. Electronic and/or electronic/hydraulic traction control devices are not allowed. Competitors found with any type of traction control device on the vehicle, whether operational or not, will be disqualified from the class for twelve (12) months.

6. Transmission, Clutch, Flywheel, Bellhousing, and Driveshaft Specifications

- A. Transmissions must be of readily available stockcar-style technology with four forward gears and an operating, driver-engageable reverse gear. All forward gears must be at least 1.00 inches thick. No five-speed, semi-automatic or automatic transmissions are allowed. Manual “H-style” shift linkage is required. No sequential shift mechanisms are allowed. Ceramic bearings are not allowed.
- B. The clutch is limited to no more than three steel disks and floater plates with a minimum clutch diameter of 5.25 inches. No carbon parts or carbon clutches are allowed.
- C. Bellhousings must be Quarter Master, Tilton or OEM. Transmissions must bolt directly to the rear bellhousing surface (i.e. - the 10” spacers common in GT-1 are not allowed).
- D. The driveshaft must be one piece and made of metal.
- E. A minimum of two steel 360-degree driveshaft hoops shall be installed of sufficient strength to contain the driveshaft in case of u-joint or driveshaft failure. Said hoops shall be located within twelve (12) inches of the front of the shaft and as close as practical to the rear u-joint.

7. Wheel and Tire Specifications

- A. Rims must be 15” diameter steel stock car rims of a one-piece construction specifically designed for racing. Wheel offset must be a minimum of 3.00 inches and a maximum of 7.00 inches (i.e. - zero-scrub front suspension is not allowed). Maximum wheel width is 10”.
- B. Before the beginning of each season the Advisory Committee will contact the various tire vendors that service SEDIV SCCA events to ascertain what tire model(s) they plan to make available to class competitors during the coming season. Once specified, only those spec tires may be used during that season. All four tires on the car at any time must be the same model number.

- C. Soaking or chemical treating of the tires is prohibited.
- D. In the event the race is declared a rain race by the Chief Steward, any tire may be used that fits a GTA-legal rim.
- E. When a vendor changes the specified tire model because a tire is no longer being manufactured, both the previous model and current model for that manufacturer may be used the next season, but the obsolete tire cannot be used after July 1.
- F. For the 2011 season, the specified GTA tires are the Goodyear 2560 and the Hoosier 3035.
- G. For more information on the tire choices contact the vendors:

8. Brake Specifications

- A. All vehicles must use dual master cylinder, 4-wheel disc brake systems.
- B. Driver adjustable brake bias is allowed.
- C. Brake rotors must be iron.
- D. Brake recirculators are allowed.
- E. Any brake caliper utilizing pads with a maximum brake friction surface of 4.75 x 2.50 inches may be used with no weight penalty. If even one caliper utilizes pads larger than 4.75 x 2.50 inches, a fifty (50) pound weight penalty is assessed.
- F. Inline blowers may be used in the brake cooling ducts, but water cooling of the brakes is not allowed.
- G. Electronically controlled anti-lock braking systems are not allowed.
- H. Brake pad materials are open.

9. Engine Specifications

There are multiple engine preparation packages that can be used, but any engine must comply with all the specifications of the selected package. i.e. – no “cherry picking” of items across multiple engine packages is allowed. All cars must comply with the general engine specifications found in Appendix A, then must fall into one of the following four categories:

- “Traditional” GTA carbureted engine as defined in Appendix B.
- “ASA Tour” LS-1 engine as defined in Appendix C.
- “Upgraded” LS-1 based engine as defined in Appendix D.
- “ZZ4 Fast Burn” engine as defined in Appendix E.
- “604 Circle Track” engine as defined in Appendix F.
- “Restricted” carbureted engine as defined in Appendix Z.

As new common engine packages become available they will be evaluated by the Advisory Committee(s) and may be added as optional engines under these rules.

ITE: Cars prepared for any past or current recognized showroom stock based professional racing series, not eligible for any current SCCA regional competition class. In addition, cars prepared to PCA and BMW club racing specifications, not eligible for any current SCCA regional competition class. All cars must meet minimum safety requirements defined in the 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 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.

SM - Per GCR, with the nationally spec'd tire per the GCR

SMT - Per GCR, open tire rule.

SP: Cars which exceed the preparation limitations of the applicable Production or GT specifications, but which meet the general regulations of Section 9.1.2 of the GCR for GT category cars.

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 with GCR Section 9.

A. PURPOSE

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.

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

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.

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.

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.

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

D.1 Exterior

The exterior must have a clean and neat appearance.

D.1.1 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.

D.1.2 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.

D.1.3 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.

D.1.4 Any paint scheme/colors may be applied.

D.1.5 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.

D.1.6 Hood pins/latches are permitted. Stock hood latches may be disabled or removed.

D.1.7 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.

D.1.8 Rear Hatch must be run in the stock closed position. External latches are allowed.

D.1.9 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.

D.1.10 Exterior door handles in the stock locations are required.

D.1.11 Class identification: the identification for this class is **S944** and must be displayed according to GCR Section 9.3.29

D.2 Interior

The interior must be clean with no loose objects.

D.2.1 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.

D.2.2 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.

D.2.3 Turn signal and wiper stalks may be removed.

D.2.4 Steering wheels may be replaced. Quick disconnects and steering wheel spacers are allowed.

D.2.5 The air conditioning system may be removed. The heater core and blower fan assembly may be modified or removed.

D.2.6 All interior trim including radio, speaker, headliner, stock seat belts, sun visors center console, carpet, soundproofing and coatings may be removed.

D.2.7 Unused wiring, brackets, nuts bolts and studs may be removed.

D.2.8 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.

D.2.9 Spare tire and emergency jack may be removed.

D.2.10 Doors may be gutted on driver and passengers sides. This includes removal of the window glass, glass operating mechanism and door structure. It is recommended that factory side impact bars be retained in the doors. 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.

D.3 Body Structure

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

D.3.1 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.

D.3.2 The metallic support structure of the hood must remain intact. Hood insulation padding may be removed or replaced.

D.3.3 Windshield wipers, motors and associated hardware may be removed, replaced or modified.

D.3.4 Heat shielding may be removed. This includes both foam and glued on heat shielding as well as bolt on metallic panels.

D.3.5 The stock undertray extending under the radiator to the engine support cross member may be removed. Modifications to the stock undertray are allowed, but the size of undertray may not be increased. Aluminum or plastic may be used to fabricate an undertray of the same size and shape as stock. No fabricated or modified undertray shall be sufficiently heavy as to act as ballast.

D.3.6 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.

D.3.7 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.

D.3.8 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.

D.3.9 All undercoatings may be removed.

D.3.10 Unused wiring, brackets, nuts, bolts and studs may be removed.

D.3.11 Additional trailer tie down points may be added.

D.3.12 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.

D.3.13 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.

D.3.14 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

E.1 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.

E.2 Balancing

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

E.3 Cooling System

Ethylene glycol-based anti-freeze 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.

E.4 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.5 Heads

E.5.1 Cylinder heads may be shaved to limits listed in E.5.2 and E.5.3 to achieve the maximum compression ratio of 10.5:1 for all eligible model years.

E.5.2 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.

E.5.3 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).

E.6 Gaskets

OEM or OEM replacement gaskets are required.

E.7 Thermostat

Any thermostat is allowed. The thermostat may be removed.

E.8 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.

E.9 Engine Modifications

The following modifications may be made to the internal components of the engine to ensure reliability. No other modifications may be made.

E.9.1 Crankshafts may have one additional hole drilled in each rod journal.

E.9.2 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.

E.9.3 A ring around the oil pickup screen may be added. The oil pickup and drain tube may be reinforced or extra supports added.

E.9.4 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.

E.10 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

F.1 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).

F.2 Air Filter

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.

F.3 Ignition System

Any spark plugs and spark plug wires may be used. Offset woodruff keys are not allowed between camshaft and camshaft gear.

F.4 Fuel Filler Neck

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.

F.5 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.3 – K.5.

F.6 Fuel Delivery System

All components of the fuel delivery system must remain stock and unmodified, except for the following.

F.6.1 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.

F.6.2 Any fuel cap may be used.

F.6.3 A fuel sampling port may be added.

F.6.4 A fuel tank drain system may be added.

F.6.5 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.

F.7 Exhaust System

F.7.1 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.3.2.

F.7.2 Exhaust system rearward of the OEM header is unrestricted provided it serves no other function than to expel exhaust gases.

F.8 Throttle Cam

The throttle cam may be modified or replaced.

F.9 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.

F.10 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

G.1 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.

G.2 Differential

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

G.3 Transmission

First through fourth gears must remain stock for the Porsche 1983-1988 944 naturally aspirated and 924S 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)

G.3.1 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

H.1 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.

H.2 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.

H.2.1 For the purposes of inspection and compliance the maximum track as measured in shall be no greater than 68.0 inches front and 67.0 inches rear.

H.2.2 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.

H.3 Shocks

Shocks must be either the original factory installed shocks or the following models and part numbers. Custom valving is not allowed.

1) Koni

Front: 8641-1038 Sport, 8641-1414 Sport

Rear: 26-1209 Sport, 8040-1035 Sport

2) Bilstein

Front: P30-0104

Rear: B36-0161, B36-2052

H.3.1 Shock tower braces are allowed but may only attach to the stock shock lower using the factory shock tower bolts holes.

H.3.2 Camber plates are allowed provided they bolt to the chassis using existing shock mounting holes and make no modification to the shock tower.

H.4 Springs

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)

0.D. allowed. Hollow rear torsion bars up to a maximum of thirty one millimeters (31mm)
0.D. allowed.

H.4.1 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.

H.5 Sway Bars

Any sway bars are permissible as long as they are not cockpit adjustable.

H.6 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.

H.6.1 Non-metallic bumpstops 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 bumpstops or bumpstop mounting points in static form with the car at race weight.

H.7 Suspension bushings

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.8 Steering

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.

H.9 Rims

Only 15 x 7 inch ATS (Cookie Cutter) or "Phone Dial" stock wheels with offsets of 23.3 or 52.3 mm are allowed. Steel lug nuts must be used. Wheel spacers are allowed as long as the maximum track width is not exceeded.

H.10 Tires

Any 225/50/15 tire may be used. Tires may be shaved.

H.11 Steel A-Arms

Stock steel A-arms may be box welded to increase strength.

H.12 Aluminum A-Arm Ball Joints

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.

I.1 Brake Pads

Any brake pads are allowed.

I.2 Brake Lines

Steel braided brake lines are allowed.

I.3 Backing Plates

Disc brake backing plates may be removed, replaced, or modified to accept brake duct lines.

I.4 Parking Brake

The parking brake lever and/or cables and associated parts may be removed.

I.5 Brake Fluid

Any brake fluid is allowed.

I.6 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.

I.7 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.

I.8 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

J.1 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.

J.2 Roll Cages

Roll Cages must conform to the specifications found in the GCR using six (6) or eight (8) mounting points to the chassis (except as noted below). The seventh and eighth points, if used, must attach to the firewall or front foot wells. Only two (2) bars are allowed to attach to each of these points extending from the closest roll cage A-pillar. No bars may pass through the firewall. The front floor mounts must be either on the floor or the doorsill of the car. Cages may be welded to the A and B pillars for safety using no more than four (4) additional mounting points for a total of twelve points (12). Cages may be bolted or welded in place. (9.3.34)

J.3 Electrical Master Switches

Electrical master switches are required and must be installed per the Section 15.8 of the GCR.

J.4 Fire System

A Fire System is required as per GCR 9.3.23 A, B, C.

K. Weight

K.1 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**.

K.2 Additional Weight - Ballast

K.2.1 Additional weight shall serve no other purpose than to increase the weight of the vehicle. This additional weight shall be known as "ballast."

K.2.2 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 30-pound block requires at least a three-bolt system.

K.2.3 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.

K.3. Special Modifications

K.3.1 Aftermarket performance engine management chip is allowed with a 25 lbs increase in minimum weight.

K.3.2 Aftermarket performance headers are allowed with a 25 lbs increase in minimum weight.

K.3.3 Flywheels lighter than stock are allowed with a 30 lbs increase in minimum weight.

K.4 Implementation of Weight Increases

Allowances listed in K.3 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.

K.5 Notification Requirements

Drivers must inform Tech any time Section K.3 or K.4 will be used. This must be done before taking part in any SPEC 944 sessions.