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944-SPEC Racing Series™ Official National Rules

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1 Definition and Claim

The Porsche 944™-924S™ spec class is a class for those individuals that wish to race a Porsche in a competitive series with limited expense and low cost of operation. These rules are intended to control costs and reduce any performance advantage from the cars so that driving ability and race setup are the greatest factors in determining winners. The following are approved and disapproved items for the class. The spirit of the class is for all cars to be equal in weight and horsepower and be competitive with one another. The focus will be on driver ability and not dollar ability. This class is not intended to be an engine builder or innovator's class.

The mark Porsche is recognized as registered to Porsche Cars North America with the United States Trademark and Patent Office.

1.1 Every effort will be made to ensure these rules remain unchanged with the exception of CCR mandated safety requirements or clarifications until December 1, 2014.

1.2 944-Spec is a restricted class. Therefore no modifications/changes are allowed unless specifically outlined in these rules.

2 General Rules

2.1 Parts

All parts must be stock from one of the eligible year models, except where otherwise noted. Aftermarket parts designed and sold as direct replacements for stock genuine Porsche original equipment parts with no change in performance or weight may be used and will be considered "stock" for the purposes of these rules. Subsequent sections of these rules which specifically state "genuine Porsche OE" will allow use of only original factory produced parts or genuine Porsche OE replacement parts. This is intended to allow general use of non-Porsche branded replacement parts in place of genuine Porsche parts in non performance critical areas to reduce costs. Aftermarket parts that are sold and/or designed as improvements to factory parts are not considered direct replacement parts for the purposes of rules compliance.

2.2 Parts Update/Backdate

Stock parts may be updated or backdated, except where otherwise noted.

3 Format

These rules are not intended as guidelines; rather they shall serve as the complete set of rules, and must be strictly followed. These rules and addendums specify the only modifications allowed.

If these rules do not expressly state a modification is allowed, it is prohibited.

All rules and regulations disputes will be resolved per the Club Codes and Regulations© (CCR).

4 Eligible Models

1983-1988 Porsche 944, Normally Aspirated, 2479 cc, eight valve engine

1987-1988 Porsche 924S, 2479 cc, eight valve engine

4.1 Chassis Swaps

A 944 spec may utilize any year chassis in the above eligible models as well as the 1987-1988 944S and 1989 944. No other 944 or 924 type chassis may be used to build up a 944 spec. In all cases body work, engine, transmission, engine electrical and suspension components must

conform to the list of eligible models and to the modifications expressly listed in these rules.

5 Sanctioning Body

The 944-SPEC Racing Series™ is sanctioned by National Auto Sport Association (NASA). All events are governed by these rules, applicable addendums, and prima fascia rules, as well as those found in the latest version of the NASA Club Codes and Regulations © (CCR).

All decisions made by the series administration are final, except under certain conditions, as specified by the CCR.

6 Safety

6.1 General

All safety standards not specified herein shall conform to the NASA Club Codes and Regulations (CCR). All rules related to safety are intended to meet or exceed those of the NASA CCR.

6.2 Roll Cages

Roll Cages must conform to the specifications found in the CCR 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.

6.3 Seat installation

6.3.1 Driver and passenger seat mounts may be mounted to the roll cage. Connections from the roll cage to the seat will not be counted as additional roll cage attachment points, so long as they serve no other purpose than to mount the seat.

6.3.2 The driver and passenger floor may be modified to facilitate and strengthen seat mounting points.

6.3.3 This rule is intended to be liberal in strengthening the seat mounting points. However, clear attempts at using this rule to circumvent the ballast rule, or achieve chassis stiffening remote to the seat mounting will result in penalties.

6.4 Electrical Master Switches

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

7 Decals

All 944 SPEC racecars are required to permanently affix specified decals and logos. This is in addition to any decals required per the NASA CCR. Series sponsor decals may also be required.

8 Measurements

8.1 Specified Measurement

Whenever the manufacturer or these rules do not specify a measurement, the common average measurement will be used. This common average measurement shall be determined by either 1) calculating a mean average of at least three measurements from the corresponding parts found on other vehicles, or 2) the series technical administrator will make a determination based on any other reasonable method, providing that the data, system, or logic that was used be made known. The second option is only permitted under circumstances where option number one becomes impractical, as determined by the Series Director.

8.2 Tolerances

All published measurements infer a tolerance of +/- one-half of the last specified decimal place. All rounding will be done to the nearest decimal place that is specified by the manufacture or these rules. In a case where a measurement falls exactly on the halfway mark, it shall be rounded

up or down in favor of the competitor. This section does not apply whenever the manufacturer, or these rules, specifies a tolerance.

9 Protests

Competitors may protest the mechanical compliance of another competition vehicle by filing a protest according to the NASA CCR.

10 Weight

10.1 Minimum - Vehicle

Minimum weight requirements must be met immediately following all qualifying sessions and races. The car including driver must weigh at least 2600 pounds.

10.2 Additional Weight – Ballast

10.2.1 Additional weight shall serve no other purpose than to increase the weight of the vehicle. This additional weight shall be known as “ballast.”

10.2.2 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.

10.2.3 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.

10.2.4 Attempts to circumvent the ballast rule by installing heavy, unnecessary equipment, or using equipment excessively heavy for its intended purpose may be subject to penalties.

11 Power Cap

11.1 Definition and Compliance

For purposes of these rules “Power” will be defined as $(HP+TQ)/2$.

The maximum allowed engine power output is 138.0, plus 2.0 to account for dyno variation. Any car exceeding this total power output of 140.0, as determined by the dyno procedure listed below, will be repositioned to last place from the session or race immediately preceding the dyno testing. A competitor must detune the engine and prove compliance on the dyno to participate in the next session or race, at the racer’s expense. A second violation of this rule within a season will result in disqualification from the immediately previous session or race.

11.2 Testing

Competitors are highly encouraged to test their car’s power output prior to competition using the dyno procedure below to ensure compliance with the power cap. Lack of testing does not excuse exceeding the power cap.

11.3 Dyno Testing Procedure

11.3.1 No adjustments affecting the car’s power output may be made during the race, or at any time between the race and dyno testing is completed.

11.3.2 Competitors may top off engine fluids under the direct supervision of a NASA official.

11.3.3 Cars will be operated by a dyno operator or NASA official. NASA is not responsible for any failures during this operation.

11.3.4 All dynamometer tests will be open. All 944 Spec Series competitors have the option to be present for official chassis dynamometer testing.

11.3.5 Only Dynojet brand Dynos shall be used.

11.3.6 All dyno readings must be corrected to SAE J1349 Rev JUN90 (29.23 in/hg, 77F, zero Humidity) and the dyno’s smoothing function must be set to 5.

11.3.7 Drive wheels shall have tire pressures set to 30PSI prior to dyno testing.

11.3.8 Electric engine fans may be used, as well as external fans.

11.3.9 Hoods shall be open during the dyno runs.

11.3.10 Engines should be warmed up, and show a minimum oil temperature of 160 degrees F before compliance runs are initiated. This may be verified by external means. "Practice pulls" are highly recommended to ensure proper drivetrain temperatures and stable power outputs.

11.3.11 The average power output of 3 consecutive dyno runs will be used to determine a car's maximum power output.

11.3.12 Starting RPM shall be no higher than 3000. Ending RPM shall be at least 6,200 RPM, or when the cars' RPM limiter is engaged. The rev limiter must be engaged during at least one run, unless RPM exceeds 6750 RPM without engaging the RPM limiter.

11.3.13 Any motor reaching 6750 RPM or more without engaging the RPM limit will be disqualified, regardless of engine power output.

11.3.14 Any test that does not comply with this rule shall have the following written in the logbook: "May not compete until proof of compliance with all aspects of the power cap rule is presented to the series director"

12 Engine

12.1 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 normally aspirated 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 normally aspirated engines only.

12.2 Balancing

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

12.3 Cooling System

Ethylene glycol-based anti-freeze is prohibited for track safety. Distilled water is recommended as a replacement. Use of 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 are may removed or replaced with any replacement fan or fans. Fans and fan shrouds may only be used to direct air flow through the radiator.

12.4 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.

12.4.1 Factory upper radiator ducting may be removed, repaired, or a replacement panel fabricated in metal or plastic to repair or replace damaged and or missing ducts. Stiffening ribs in the factory duct do not need to be present in the replicated panel.

12.5 Heads

12.5.1 Cylinder heads may be shaved to limits listed in 11.5.2 and 11.5.3 to achieve the maximum compression ratio of 10.5:1 for all eligible model years. This is intended to provide sufficient allowance to true the head more than once.

12.5.2 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 headgasket thickness and allowance for some variation of headgasket 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.

12.5.3 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) headgasket. Factory repair 1.4mm (0.055in) headgaskets 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 +/- 0.1 (.945 in +/- .004).

12.5.4 944 Turbo valve springs may be used as replacement valve springs on both the intake and exhaust valves.

12.5.5 A camshaft key offset 2 degrees advanced is allowed for motors equipped with the low compression 9.5:1 pistons. Motors equipped with the high compression 10.2:1 pistons must use the OEM camshaft key with no offset.

12.6 Gaskets

12.6.1 OEM or OEM replacement gaskets are required.

12.6.2 An external bracket to help contain the OEM oil pan gasket is allowed.

12.7 Thermostat

Any thermostat is allowed. The thermostat may be removed. ADVISORY: In the interest of engine reliability, a thermostat is strongly recommended.

12.8 Oil Cooling and Management

12.8.1 Any external oil cooler, such as the factory turbo unit, may be added or used to replace the factory oil cooler.

12.8.2 Any external transmission oil cooler, and external transmission oil pump may be added.

12.8.3 Oil pressure reservoirs, such as the Accusump, may be installed provided their installation conforms to NASA CCR.

12.8.4 Any opening cut into the unibody for ducting to these units shall be kept to the minimum dimension necessary, not serve any other function, and not compromise the strength of the unibody. No modifications of the external body panels are allowed for these purposes.

12.9 Engine Modifications to Improve Reliability

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

12.9.1 Crankshafts may have one additional hole drilled in each rod journal. Existing internal oil galleys in the crank may be increased to a maximum of .345 inch diameter.

12.9.2 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 non-stock crank scrapers are not allowed.

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

12.9.4 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 ¼ diameter) line extending from the top of the radiator to the coolant expansion tank.

12.10 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.

13 Induction / Exhaust / Fuel Systems/Engine Management

13.1 Throttle Body, Intake Manifold and Air Flow Meter

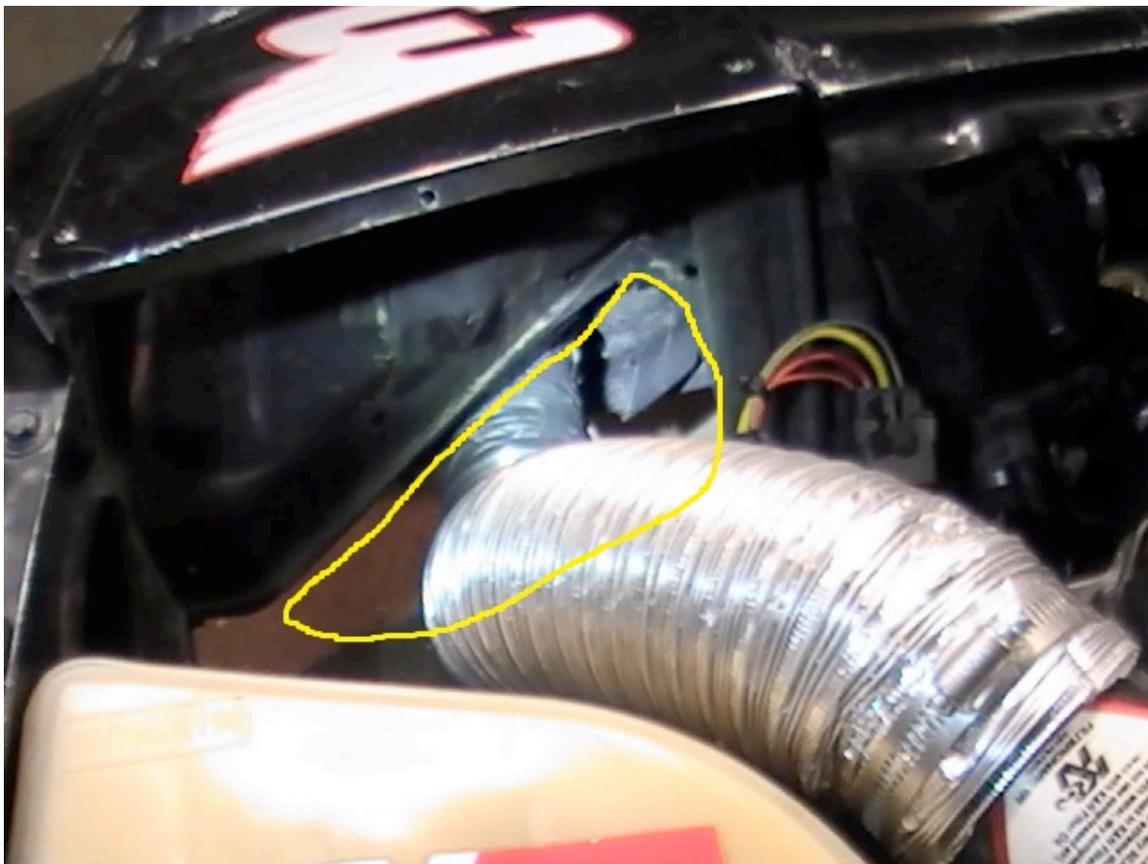
The throttle body and intake manifold must remain stock genuine Porsche OE with no modifications. A restrictor plate may be added. The external surface of the intake manifold may be painted or powder coated for an improved appearance only. Insulating of any part of the air intake system from the inlet 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).

13.2 Air Filter

13.2.1 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.~~

13.2.2 Any ducting of external air to the intake system must be from the factory turn signal location in the bumper or foglight bucket only. The intake to the ducting must be contained within the OEM opening in these areas.

13.2.3 The horizontal, roughly triangular bracket between the driver's side wheelwell, and the headlight bucket area may be modified or removed to facilitate ducting to the intake system. For reference, this bracket held the OEM horns. No other modification may be made to the unibody or external sheet metal for ducting to the intake system.



13.3 Ignition System

Any spark plugs and spark plug wires may be used.

13.4 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.

13.5 Computer Engine Management System

The stock genuine Porsche OE computer engine management system (DME) is required. Genuine Porsche OE unmodified chips are required.

13.6 Fuel Delivery System

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

13.6.1 The stock fuel tank may be replaced with a fuel cell(s) conforming to the NASA CCR'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.

13.6.2 Any fuel cap may be used.

13.6.3 A fuel sampling port maybe added.

13.6.4 A fuel tank drain system maybe added.

13.6.5 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.

13.7 Exhaust System

13.7.1 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 or painted inside or outside.

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

13.8 Throttle Cam

The throttle cam may be modified or replaced.

13.9 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.

13.10 Emissions Controls

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

13.11.2 Crankcase ventilation may be routed to an external catch can.

13.11 Idle Control System

The Idle Stabilizer Valve (ISV) / Auxiliary air valve can be deleted or disabled. Associated lines must be plugged if deleted. It is recommended to maintain the factory idle control system to ensure smooth idle in the widest range of operating conditions.

14 Transmission / Differential

14.1 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.

14.2 Differential

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

14.3 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)

14.3.1 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.

14.3.2 Transmission mounts

Late style "single mount" transmission mounts may have the existing gaps between the rubber and metal filled with urethane. This modification is intended to reduce transmission shifting and associated CV joint wear. NOTE. Early style "double mount" transmission mounts are not allowed this modification as their basic design does not stress the CV joints in the same way.

14.4 Drive Axles

Drive axles (half shafts) and CV joints may be either standard 33 spline or 25 spline axles from a 944 Turbo.

15 Suspension Components

15.1 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.

15.2 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.

15.2.1 For the purposes of inspection and compliance the maximum track as measured in 14.2.2 shall be no greater than 68.25 inches front and 67.25 inches rear.

15.2.2 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. Care must be taken to ensure the suspension is not bound as this could cause a false reading.

15.3 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

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

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

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

15.4.1 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.

15.5 Sway Bars

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

15.6 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.

15.6.1 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.

ADVISORY: Excessive lowering of ride height may cause premature failure of ball joints especially in aluminum control arms.

15.7 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 non-metallic/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.

15.8 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.

15.9 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.

15.10 Tires

Toyo Proxes RR, 225/50/15 must be used in dry conditions. When a wet race is declared by the Series Director, the Toyo Proxes RA-1, 225/50/15 may be used. No other tire brand or sizes are allowed. Tires may be shaved to a uniform depth.

15.11 Steel A-Arms

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

15.12 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.

16 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.

16.1 Brake Pads

Any brake pads are allowed.

16.2 Brake Lines

Steel braided brake lines are allowed.

16.3 Backing Plates

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

16.4 Parking Brake

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

16.5 Brake Fluid

Any brake fluid is allowed.

16.6 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.

16.7 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.

16.8 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.

17 Appearance/ Body Structure

17.1 Exterior

The exterior must have a clean and neat appearance.

17.1.1 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.

17.1.2 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. ADVISORY: This may be necessary for the 924S to achieve its maximum track width.

17.1.3 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.

17.1.4 Any paint scheme/colors may be applied.

17.1.5 Body molding, antennas, license plates, license plate frames, license plate lights, and insignias and emblems may be removed. Turn signals and marker lights maybe 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.

- 17.1.6 Hood pins are permitted. Stock hood latches may be disabled or removed.
- 17.1.7 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.
- 17.1.8 Rear Hatch must be run the in stock closed position. External latches are allowed.
- 17.1.9 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.
- 17.1.10 Exterior door handles in the stock locations are required.

17.2 Interior

The interior must be clean with no loose objects.

- 17.2.1 The driver seat shall conform to the NASA CCR. The passenger seat may be removed or replaced with a racing seat. The rear seats may be removed.
- 17.2.2 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.
- 17.2.3 Turn signal and wiper stalks may be removed.
- 17.2.4 Steering wheels may be replaced. Quick disconnects and steering wheel spacers are allowed.
- 17.2.5 The air conditioning system may be removed. The heater core and blower fan assembly may be modified or removed.
- 17.2.6 All interior trim including radio, speaker, headliner, stock seat belts, sun visors center console, carpet, soundproofing and coatings may be removed.
- 17.2.7 Unused wiring, brackets, nuts bolts and studs may be removed.
- 17.2.8 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.
- 17.2.9 Spare tire and emergency jack may be removed.
- 17.2.10 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.

17.3 Body Structure

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

- 17.3.1 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.
- 17.3.2 The metallic support structure of the hood must remain intact. Hood insulation padding may be removed or replaced.
- 17.3.3 Windshield wipers, motors and associated hardware may be removed, replaced or modified.
- 17.3.4 Heat shielding may be removed. This includes both foam and glued on heat shielding as well as bolt on metallic panels.
- 17.3.5 The stock under tray 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.
- 17.3.6 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.

17.3.7 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.

17.3.8 Lexan may be used for windshields when conforming to NASA CCR 15.13 and may be substituted for window glass in the doors **only**.

17.3.9 The glass in the quarter windows may be replaced with Lexan. The Lexan must be mounted in the OEM window gasket to retain OEM position and appearance. Cooling ducts may be mounted in these windows provided they serve no other function.

17.3.10. The OEM glass hatch must be used.

17.3.11 All undercoatings may be removed.

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

17.3.13 Additional trailer tie down points may be added.

17.3.14 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.

17.3.14 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 NASA CCR's. Underbody panels may need to be added to ensure a similar to stock airflow under the back of the car. Consult the series director for guidance.

17.3.16 Factory jack points located on each rocker in the middle of the car may have a steel or aluminum plate of 6"x6" max per side and 1/8" thick added to limit deformation of these points that can occurring during raising of the car.

18 Special Transition Allowance – Regional Races Only

The following modifications are allowed for 4 regional races per season as defined below in the interest of easing the transition of cars to the 944-Spec class. Drivers are encouraged to modify their cars to comply with the standard rules as soon as possible. This section does not apply for any races at NASA Nationals. These cars are still subject to rule 11 – Power Cap. Use of the OEM Fuel Quality Switch on the DME may help facilitate compliance.

18.1 Special Transition Modifications

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

18.1.2 Aftermarket performance headers are allowed with a 25lbs increase in minimum weight

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

18.2 Implementation of Weight Increases

Allowances listed in 17.1 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 2625lbs, if all 3 allowances are used then it requires an 80 lbs increase in minimum weight to 2680lbs with driver.

18.3 Notification requirements

Drivers must inform the local 944 series director any time that section 17 will be used. This must be done before taking part in any 944 spec sessions. Failure to do so will be considered as "non-compliance" to the rules even if the increased minimum weight is achieved at impound. 944 series directors should make a note in the logbook documenting the allowance, the new minimum weight and the date. If a car is inspected at impound or protested the driver is required to inform the tech officials of allowances used and the revised minimum weight before the inspection occurs.

18.4 Driver/Car Eligibility

This allowance is intended for new drivers and new cars to 944-spec. Eligibility requirements for the special transition allowance apply to the car, not the driver. Drivers attempting to use multiple cars to circumvent these requirements may be subject to harsh penalties. The requirements are as follows.

18.4.1 Car started four(4) or fewer NASA 944-spec class races in the region in the prior season.

18.4.2 Car started zero(0) races NASA 944-spec class races in ANY region in the current season while under the standard 944-spec rule set and not running under the section 17 Allowance.

18.4.3 Car started three(3) or fewer NASA 944-spec class races using this allowance in the region for the current season. A maximum of four(4) races per season per region may be run using the special transition allowance.

18.5 Driver Points/Contingencies

Drivers are eligible for all normal season points and contingencies while meeting the requirements of this section of the rules.