

944 Cup - 2010 Official Rules

Copyright 2010 44Cup.com. All Rights Reserved.

Revised 1/21/10

1	General Rules	2
2	Format.....	2
3	Eligible Models	2
4	Sanctioning Body	3
5	Safety	3
6	Decals	3
7	Technical Compliance	3
8	Allowed Modifications and Weights.....	4
8.1	PCA Stock Allowed Modifications	4
8.1.1	Engine.....	4
8.1.2	Transmission / Differential	5
8.1.3	Suspension	5
8.1.4	Tires and Rims.....	5
8.1.5	Brakes.....	6
8.1.6	Body / Chassis / Interior.....	6
8.2	PCA Prepared Allowed Modifications	6
8.2.1	Engine.....	7
8.2.2	Tires and Rims.....	7
8.2.3	Brakes.....	7
8.2.4	Transmission / Differential	7
8.2.5	Body/Chassis/Interior.....	7
8.3	SCCA ITA and ITS Allowed Modifications	7
8.3.1	Engine.....	7
8.3.2	Transmission / Differential	8
8.3.3	Suspension	8
8.3.4	Tires and Rims.....	9
8.3.5	Brakes.....	9
8.3.6	Body / Chassis / Interior.....	9
9	Minimum Weights and Maximum Horsepower	10
9.1	Cup Class - PCA Cars	10
9.2	Cup Class - SCCA Cars.....	10
9.3	Super Cup Class - PCA Cars.....	11
9.4	Super Cup Class - SCCA Cars	11
10	Driver On-Track Conduct.....	11
10.1	Conduct Steward	12
10.2	Passing Rules	12
10.3	13/13 Rule.....	12
10.4	Car Contact.....	12
10.4.1	Investigation Process.....	13
10.4.2	Driver Sanctions	13
10.4.3	The Appeals Process.....	14
11	Team Formation	14

1 General Rules

The purpose of the 944 Cup is an independent race series intended to create an affordable race series for the front engine Porsche that provides for some flexibility and individuality by allowing limited modifications to improve the performance of the cars while maintaining a level playing field by adjusting minimum car weights and maximum power limits.

There are two 944 Cup classes: (1) Cup Class, and (2) Super Cup Class. The Cup Class is designed for normally aspirated eight (8) valve front engine Porsches, with the exception of the turbo powered 2.0L model (931). The Super Cup Class is designed primarily for higher horsepower cars such as the sixteen (16) valve normally aspirated and turbo equipped front engine Porsches.

All vehicles described in these rules must use factory stock parts (OEM) from one of the eligible year models, except where otherwise noted in these rules or required by the safety rules of the sanctioning body holding the event. Stock parts may be updated or backdated for that model, except where otherwise noted. Stock replacement parts may be obtained from sources other than the manufacturer provided they are the exact equivalent of the original parts (OEM equivalent). **Any modifications not specifically allowed elsewhere in these rules are not permitted.** The terms “stock,” “OEM,” and “OEM equivalent” are defined to be interchangeable for the purposes of these rules.

Cars may not use any driver accessible systems while on track that allow adjustment of horsepower levels that would serve to alter Dyno readings. Examples of such systems are driver-adjustable electronic tuning and engine timing advance devices, fuel pump output modification devices, boost controllers, adjustable MAP and MAF voltage clamps, and any other system that could alter the Dyno readings when measured for compliance purposes.

For each Class, there are two basic categories of car preparation including “PCA” cars and “SCCA” cars. Allowed modifications for each category of car and corresponding minimum weights are described in detail below. Within each category of car preparation, there are different levels of modifications allowed, along with corresponding minimum weights and horsepower limits.

2 Format

These rules are not intended as guidelines; rather they shall serve as the complete set of rules, and must be strictly followed. These rules and addendums specify the only modifications allowed. **If these rules do not expressly state a modification is allowed, it is prohibited.** All rules and regulations disputes will be resolved per these rules and any interpretation required by Cup Directors.

3 Eligible Models

The 944 Cup Class is open to Porsche 8-valve: 924's, 931's, and non-turbo 944's. In addition, PCA and NASA 944-Spec cars are eligible providing that they meet all the current 944-Spec rules with the exception of minimum weight and other limited modifications specifically identified as allowed for 944-Spec cars in these rules. All eligible models are listed in the charts contained in Sections 9.1 and 9.2.

The 944 Super Cup Class is open to most 16-valve 944's, 951's, 928's, and 968's. In addition, provision is made to allow lightweight 8-valve 944's. All eligible models are listed in the charts contained in Sections 9.3 and 9.4.

4 Sanctioning Body

The 944 Cup holds events in conjunction with several sanctioning bodies including but not limited to NASA, PCA PBOC, EMRA and SCCA. All 944 Cup Regional and National Championship events are governed by the 2010 944 Cup Rules, All safety and conduct rules of the applicable sanctioning bodies are applicable and must be complied with by all Cup drivers and cars. Only races sanctioned by the 944 Cup are eligible for championship points. Use of the 944 Cup name, logo and any other related materials are not permitted by any sanctioning body unless expressly approved by the 944 Cup.

5 Safety

All safety standards shall conform to the applicable sanctioning body and all cars and any driver registering for a 944 Cup race acknowledge the requirement to comply with all safety and conduct rules of the applicable sanctioning body and accept full responsibility for being versed in these rules and in full compliance at all times.

6 Decals

All 944 Cup race cars are required to affix two 944 Cup decals, a class identifying windshield banner, and a Cup class designation decal displayed at the rear of the car. This is in addition to any decals required per the applicable sanctioning body. To be eligible for Cup contingencies, all sponsor decals must be displayed on each car.

7 Technical Compliance

Each competitor must complete an official 944 Cup Technical Compliance Form prior to their first race of the season for each Cup Chapter. The form must be submitted to the Cup Regional Director prior to racing the car in an event. The race car must also be made available for inspection during the event upon request by the Cup officials. If any modifications are made to the car, a revised Form must be submitted before the next race.

All cars must meet the required HP, torque and weight requirements of the class as provided in the charts below. No variance is permitted from the HP and torque limits, as a variance for possible dyno fluctuations due to conditions is already built in to the HP limits.

As required by the Cup officials, competitors will submit cars for dyno testing that will produce sheets from three separate “reproducible” Dyno pulls with SAE correction. Dynamometer tests must be conducted on a DynoJet Model 248 or 224 or use of another dyno if a conversion factor to the DynoJet is available. It is the responsibility of the competitor to be within the power guidelines for the car’s model, year, and level of preparation. These guidelines have been established based on the estimated performance of an engine built to the allowed specifications of that car, and include built in allowances for some variance in the testing results. To ensure fairness, an appointed official or an approved technician will operate any cars being inspected on the chassis dynamometer. Prior to the chassis dynamometer inspection the competitor may top off any fluids needed to ensure the engine and drive train are not damaged during testing (however the operator/ official conducting the testing will not be held responsible for mechanical failures during the testing). The fluids must be added with a Cup official present and no other modifications or adjustments may be made to the car.

If a car is tested by Officials, and found to be outside the power guidelines, the competitor will be disqualified for the last official track session whether that be qualifying, a qualifying race, or a championship race. If a competitor is disqualified, he/she will be allowed to modify the car for the next qualifying or race session to come within the power guidelines. Another dyno testing session will be permitted to demonstrate compliance and allow the competitor to continue to race at the racer’s cost.

8 Allowed Modifications and Weights

For both the 944 Cup and Super Cup Classes, allowed modifications vary depending on the Category and Level of preparation chosen which are listed below. Modifications cannot be mixed between Categories or Levels.

The PCA car models can be modified per 2 separate Levels: "Stock" or "Prepared". Car models under SCCA have only one set of allowed modifications.

The only allowed modifications to PCA SP1 or NASA 944 Spec cars include aftermarket DME chips, aftermarket exhaust and headers, lexan in place of glass, any OEM factory wheel in size 7x15 inch, short shifters, any non-adjustable Bilstein shocks except rear coilovers, aftermarket bumpers, and deletion of any engine pulley belts. Additionally, 944 Spec cars will be able to use Toyo R888's or RA1's.

8.1 PCA Stock Allowed Modifications

8.1.1 Engine

- (a) As delivered from the factory. No modifications to the induction system between the air filter and the exhaust ports are allowed.
- (b) Stock fuel injection and DME must be retained. However, use of aftermarket DME chip and fuel rail is permitted. DME must be located in one of the two factory stock locations or be fitted with a cover to prevent adjustment of the fuel quality switch by the driver. The addition of wiring, sensors, or piggybacked computers outside of the DME housing are not permitted. The stock (unmodified) engine wiring harness must be used. The factory Coding Plug and/or Impedence Plug on the wiring harness cannot be in use unless declared in advance on the 944 Cup Tech Compliance Form and must remain in use unless a revised Tech Compliance Form is submitted.
- (c) Cars equipped with turbos cannot exceed factory specified maximum boost, nor can any of the stock turbocharger plumbing, or boost control components be replaced with non-stock components or altered in any way.
- (d) Balancing and "blueprinting" of the engine assembly is permitted. Lightening of parts beyond the minimum material removal necessary to balance is prohibited. Engines may be bored to a maximum of .040 inch over standard bore size. Factory oversize replacement pistons or their exact equivalent shall be used. Cast or forged equivalent pistons shall provide the same dome/dish/valve relief configuration, ring thickness and spacing, pin height relationship, weight, and compression ratio as factory replacement oversize pistons. Piston rings are unrestricted. The application and/or use of any painting, coating, plating, or impregnating substance (i.e. anti-friction, thermal barrier, oil shedding coatings, chrome, anodizing, etc.) to any internal engine surface, including intake manifold internal surface, is permitted.
- (e) Exhaust systems and modification are unrestricted.
- (f) All parts related to the air conditioning system may be removed, and any AC delete bracket may be used.
- (g) The use of oil coolers is unrestricted providing that the cooler(s) serve no other function than to cool oil.
- (h) No substitution or modification of mass air flow system for stock air flow metering system is allowed.
- (i) Any ignition trigger which uses a standard distributor with the stock cap and rotor to deliver the charge to the cylinder is permitted. Spark plug wires are free.
- (j) Valve springs, retainers and clips are unrestricted.
- (k) Direct plug-in aftermarket non-programmable CD units are allowed. Any spark coil and CD unit is allowed, so long as it is not capable of changing ignition timing or offer any other performance advantage.

- (l) Throttle cam may be modified or replaced with any aftermarket version.
- (m) Oil pans, pan baffles, scrapers, windage trays, oil pickups, lines, and filters are unrestricted. Oil and power steering hoses may be replaced with metal braided hose (i.e. Aeroquip). A pressure accumulator/"Accusump" may be fitted. Dry sump systems are prohibited
- (n) Turbo models must use factory KLR chip.
- (o) Allow any dual-mass flywheel to be replaced with a single-mass, ferrous material flywheel. The clutch disk must be the stock diameter.
- (p) Aftermarket radiators may be used but must be installed in the stock locations.
- (q) Engine pulley belts may be removed.
- (r) In Super Cup, for all 924S/931/944 - 8 valve models, cams, air flow meter, throttle body, fuel injectors and fuel pressure regulator are free.
- (s) The 924 model is permitted to replace original body parts with fiberglass or carbon fiber and lexan for glass. Also 924 wheels, cams and brakes are free, and the fuel injection system can be replaced with carburetors.

8.1.2 Transmission / Differential

- (a) Limited slip differentials are unrestricted providing that an OEM ring and pinion ratio is maintained. No locked differentials are permitted.
- (b) The use of a transmission fluid cooler(s) is unrestricted providing that it serves no other function than to cool the transmission fluid.
- (c) The transmission gear ratios must be from a legal OEM transmission for the model.
- (d) Modification to, or substitution of, the shifter mechanism which reduces the range of motion is allowed.

8.1.3 Suspension

- (a) Suspension pick up points must remain as stock in location and type. Welding of additional flat metal is allowed to reinforce suspension mounting points or suspension pieces. Added material may not connect with roll cage components or otherwise significantly stiffen the chassis.
- (b) Slotting or adjustable camber plates used to achieve suspension settings is allowed.
- (c) Torsion bars may be replaced with coil over springs.
- (d) Any shock absorbers may be used providing that they are mounted in the stock location and serve no other function. Non-stock factory shock housings with potentially adjustable spindle height are allowed if welded in the stock position and hub mounting matches factory dimensions.
Shocks are limited to double adjustable settings and may have remote canisters.
- (e) Any springs may be used providing that they are mounted in the stock location and serve no other function.
- (f) Sway bars (anti-roll bars) are unrestricted providing that they are mounted in the stock location, serve no other function, and are not cockpit adjustable.
- (g) Suspension bushing materials are unrestricted.
- (h) The steering lock must be removed.
- (i) Any bolt-in shock tower brace is allowed.
- (j) Front control arms may be modified or replaced with updated or aftermarket control arms providing that the mounting locations remain the same as OEM. Bump steer kits are not permitted.

8.1.4 Tires and Rims

- (a) Any rim may be used providing that it meets all other aspects of these rules.
- (b) Any rim and DOT approved tire combination meeting these rules may be used providing that it does not protrude from the stock fender when viewed from the top and the rim is not more than one inch (1") wider than original for the model. The inner fender lip may be "rolled" to provide extra tire clearance.
- (c) Wheel spacers are unrestricted providing that they do not cause a violation of rule 8.2.4.b. Note-some wheel spacers may cause excess sheer loads on the spindle and may not be permitted for safety reasons.

- (d) Any DOT approved tire is allowed except for 944-spec cars which must use Toyo RA1 or R8888, Size: 225/50/15.
- (e) For the Cup class only, the **manufacturer tire width cannot greater be than 10.1 inches**,

8.1.5 Brakes

- (a) Brake pad material is unrestricted.
- (b) Steel braided brake lines are allowed and recommended.
- (c) Brake calipers and rotors must be OEM for the model / year of the body of the vehicle (updating / backdating is not allowed).
- (d) Parking brake lever, cables and associated parts may be removed.
- (e) Brake fluid is unrestricted.
- (f) Brake ducts are permitted providing that they serve no other function. Brake fans are not permitted.
- (g) Grooving, slotting, and cross drilling of rotors is allowed.
- (h) Removal, replacement, or modification of dust shields is allowed.
- (i) Master cylinders must be OEM for the model. Updating / backdating for a model is allowed.
- (j) Non-OEM brake proportioning and brake biasing devices are not allowed.

8.1.6 Body / Chassis / Interior

- (a) Removal or substitution of components other than those specifically indicated below is not allowed.
- (b) Replacement or removal of stock mirrors.
- (c) Lexan or poly carbonate is permitted to replace any glass on the car. Replacement windshields must be at least three sixteenth inches (3/16") thick.
- (d) Sheet metal modifications in the rear deck, trunk and spare tire compartment are allowed for installation of a fuel cell or to the spare tire compartment to facilitate removal and installation of transmission. **The welding of flat metal for repair of chassis cracks is permitted. Added material may not connect with roll cage components or otherwise provide chassis stiffening beyond the repair of worn areas. Welded metal cannot be used for ballast.**
- (e) The driver's seat must be replaced with a racing-type seat.
- (f) For 924 models only, flared fenders or 944 fenders may be used but **can't exceed the factory fender width for a stock 944**. The 2010 specification for the maximum width as measured at any point of the wheel opening is 68 inches (1727mm) for the front and 68 3/4 inches (1746mm) for the rear.
- (g) Spoilers and air dams are free providing they do not exceed maximum factory body width by any amount, maximum factory body length (not including the bumpers) by more than one inch or maximum spoiler height of the vehicle by more than 6 inches. Stock bumpers may be modified or replaced with non OEM material, providing that they are not relocated. **Aftermarket rocker panels are permitted and cannot extend more than 1 inch out beyond OEM panels at any point and 1.5 inches down.**
- (h) Modifications to the underside of the car for the purpose of improving aero effects are not allowed.
- (i) Removal of the car interior, A/C and heating system, head lamps and related parts is allowed.
- (j) Spare tires must be removed.
- (k) Ducting may be added to provide fresh air to the driver/passenger compartment providing that no modifications to body panels are made to accommodate the ducting.

8.2 PCA Prepared Allowed Modifications

Any car meeting the criteria of section "PCA - Stock" of these rules and having one or more of the following modifications, will progress to "PCA - Prepared.". Allowed modifications for "Prepared" are as follows.

8.2.1 Engine

- (a) Any ignition system is permitted; however, the number of spark plugs must remain the same.
- (b) Underdrive pulleys are permitted.
- (c) Lightweight flywheel and pressure plate is permitted

8.2.2 Tires and Rims

Wheels 2 inches wider than originally supplied and any DOT approved tire that does not exceed 10.3 inches per the manufacturer published specs. The combination of tire and rim must fit under the fender.

8.2.3 Brakes

Calipers, rotors, brake booster and master cylinders are unrestricted, except the number of master cylinders must be the same as originally equipped.

8.2.4 Transmission / Differential

Any ring and pinion ratio is permitted. Gears 1 thru 5 must remain stock for the specific model.

8.2.5 Body/Chassis/Interior

- (a) Ducting of exterior body panels for additional cooling provided it does not change size and shape of factory panels.
- (b) Fender flaring is allowed provided the flares do not exceed the factory fender dimension by more than 2 inches.
- (c) Rear wing with a single plane may be added. The maximum wing height is 9" below the level horizontal line at the top of the roof.

8.3 SCCA ITA and ITS Allowed Modifications

The following modifications are authorized on all vehicles. Modifications shall not be made unless authorized herein.

8.3.1 Engine

- (a) The original, standard intake manifold shall be maintained. No porting or polishing of the manifold is permitted except as follows. Manifold and cylinder head port matching is permitted. No material may be removed further than one (1) inch in from the manifold to cylinder head mounting face. Valve guide material is unrestricted.
- (b) All air entering the intake tract shall pass through the fuel injection air inlet. The air intake source shall be within the confines of the engine compartment or stock location. (i.e. no hood scoops are allowed).
- (c) Cars may alter or replace the engine management computer, or ECU, provided that all modifications are done within the OEM ECU housing. Only the stock (unmodified) OEM ECU connection to the wiring harness may be used. The allowance to modify the ECU in no way permits the addition of wiring, sensors, or piggybacked computers outside of the OEM ECU housing. The stock (unmodified) wiring harness must be used.
- (d) Adjustable fuel pressure regulators are permitted.
- (e) Fuel lines may be replaced, relocated, and given additional protection.
- (f) Air cleaner assemblies may be modified, removed, or replaced.
- (g) Air flow meter must be operational and shall not be modified.
- (h) Exhaust emission control air pumps, associated lines, nozzles, and electrical/mechanical EGR devices may be removed. Engine pulley belts may be removed.
- (i) Oil pans, pan baffles, scrapers, windage trays, oil pickups, lines, and filters are unrestricted. Oil and power steering hoses may be replaced with metal braided hose (i.e. Aeroquip). A pressure accumulator/"Accusump" may be fitted. Dry sump systems are prohibited

- (j) Any ignition system which utilizes the original distributor for spark timing and distribution is permitted. Internal distributor components and distributor cap may be substituted. Any spark plugs and ignition wires may be used. Ignition timing is unrestricted.
- (k) Adjustable timing gears are prohibited.
- (l) Any exhaust header and exhaust system may be used.
- (m) Engines may be bored to a maximum of .040 inch over standard bore size. Factory oversize replacement pistons or their exact equivalent shall be used. Cast or forged equivalent pistons shall provide the same dome/dish/valve relief configuration, ring thickness and spacing, pin height relationship, weight, and compression ratio as factory replacement oversize pistons. Piston rings are unrestricted.
- (n) Balancing and "blueprinting" of the engine assembly is permitted. Lightening of parts beyond the minimum material removal necessary to balance is prohibited.
- (o) A tolerance of twenty five thousandths of an inch (0.025") less than the factory service limit is permitted for truing of the head. Under no circumstances may the compression ratio be increased by more than one half (0.5) point over stock. An offset key may be used to return cam timing to the factory specifications.
- (p) Any clutch disc and pressure plate of stock diameter may be used, provided that they are bolted directly to an unmodified stock flywheel. Balancing of the flywheel/clutch/pressure plate assembly is permitted. Lightening of the flywheel beyond the minimum material removal necessary to balance is prohibited.
- (q) Engine gaskets may be replaced with any gasket thickness. Engine drive belts may be replaced with others of equivalent OEM specifications.
- (r) The application and/or use of any painting, coating, plating, or impregnating substance (i.e. anti-friction, thermal barrier, oil shedding coatings, chrome, anodizing, etc.) to any internal engine surface, including intake manifold internal surface, is prohibited.
- (s) Any radiator may be used, provided it is mounted in the original location, maintains the same plane as the original core and requires no body or structure modifications to install. No new openings created by fitting an alternate radiator may be used for the purpose of ducting air to the engine.
- (t) Oil cooler(s) may be added or substituted. Location within the bodywork is unrestricted, provided that it/they are not mounted within the driver/passenger compartment.
- (u) Water cooling fans may be removed or replaced. Electrically operated fans with manual or automatic actuation may be fitted. Thermostats may be modified, removed, or replaced with blanking sleeves or restrictors.
- (v) Heater hoses may be plugged. Heater water control valve(s) may be added or substituted.
- (w) The 924 model is permitted to replace original body parts with fiberglass or carbon fiber and lexan for glass. Also 924 wheels, cams and brakes are free, and the fuel injection system can be replaced with carburetors.

8.3.2 Transmission / Differential

- (a) Transmission gear ratio sets must remain stock. Updating and backdating of transmissions is permitted. Mixing of gear ratios between years for specific models is permitted.
- (b) Transmission fluid coolers are unrestricted providing that they serve no other purpose than to cool the transmission fluid.
- (c) Ring and Pinion ratio is unrestricted. Any limited slip or locked differential may be used.
- (d) Modification to or substitution of, the shifter mechanism which reduces the range of motion is allowed.

8.3.3 Suspension

- (a) Shock absorbers may be replaced provided they attach to the original mounting points. Remote reservoir shock absorbers are prohibited. External shock adjustment limited to two. No shock absorber may be capable of adjustment while the car is in motion.
- (b) Any springs may be used, provided they are of the same number and type as originally fitted, i.e., coil, leaf, torsion bar, and that they shall be installed in the original location using the original system of attachment. Coil over threaded body shock/struts are permitted.

- (c) Sway bars (anti roll bars) are unrestricted providing that they mount in the original location and they are not cockpit adjustable.
- (d) Adjustable camber plates are allowed.
- (e) Bushing material, including that used to mount a suspension subframe to the chassis, is unrestricted.
- (f) No other relocation or reinforcement of any suspension component or mounting point is permitted.
- (g) The steering lock must be removed.
- (h) Front control arms may be modified or replaced with updated or aftermarket control arms. Front control arm mounting points must remain in the stock location.

8.3.4 Tires and Rims

- (a) Any DOT approved tire is allowed.
- (b) Rim type and style are unrestricted.
- (c) Maximum rim size is 7" x 16" for Cup Class cars. Maximum wheel size is 17" x 8.5" for Super Cup cars. No tire and/or rim may protrude from under the fender when viewed from the top. Note- fenders may not be modified (except as provided by these rules), however, the inner fender lip may be "rolled" to provide extra tire clearance.
- (d) Wheel spacers are unrestricted providing that they do not cause a violation of rule 8.2.4.b. Note- some wheel spacers may cause excess sheer loads on the spindle and may not be permitted for safety reasons.

8.3.5 Brakes

- (a) Brake pad material is unrestricted.
- (b) Steel braided brake lines are allowed, and recommended.
- (c) Brake calipers and rotors must be OEM for the model / year of the body of the vehicle (updating / backdating is not allowed).
- (d) Parking brake lever, cables and associated parts may be removed.
- (e) Brake fluid is unrestricted.
- (f) Brake ducts are permitted providing that they serve no other function.
- (g) Grooving, slotting, cross drilling of rotors is allowed.
- (h) Removal, replacement, or modification of dust shields is allowed.
- (i) Brake proportioning valves may be used provided that they are of the in-line, pressure limiting type.
- (j) No modification or substitution of the original master cylinder, its location, or mounting is permitted.
- (k) Antilock braking systems must be disabled.

8.3.6 Body / Chassis / Interior

- (a) Removal or substitution of components other than those specifically indicated below is not allowed.
- (b) Any mirrors are permitted.
- (c) Lexan or poly carbonate is permitted to replace any glass on the car. Replacement windshields must be at least three sixteenth inches (3/16") thick.
- (d) Sheet metal modifications in the rear deck, trunk and spare tire compartment are allowed for installation of a fuel cell or to the spare tire compartment to facilitate removal and installation of transmission. The welding of flat metal for repair of chassis cracks is permitted. Added material may not connect with roll cage components or otherwise provide chassis stiffening beyond the repair of worn areas. Welded metal cannot be used for ballast.
- (e) The driver's seat must be replaced with a racing-type seat meeting the CCR.
- (f) Spare tires must be removed.
- (g) Ducting may be added to provide fresh air to the driver/passenger compartment providing that no modifications to body panels are made to accommodate the ducting.
- (h) Modifications to the underside of the car for the purpose of improving aero effects are not allowed.

- (i) Removal of the car interior, passenger seat, A/C and heating system, head lamps and related parts are allowed.
- (j) For Super Cup 924S and 944 models only, body panels may be replaced with replica factory panels of non-stock materials, 944 fenders may be used for 924S models.

9 Minimum Weights and Maximum Horsepower

Car minimum weights vary depending on the Category and Level of preparation chosen which are listed below. Minimum weight requirements include the driver and must be met immediately following all officially timed sessions (qualifying & race) within a 10 lb variance.

All cars must meet the required HP, torque and weight requirements of the class as provided in the charts below. No variance is permitted from the Power limits, as a variance for possible dyno fluctuations due to varying conditions is already built into the Power limits.

Additionally, as tested by the dyno, if torque exceeds horsepower, the total of the combined torque and horsepower results can not exceed the horsepower limit x 2. Also, TQ number can only be 5% more then the actual HP being produced by the engine being tested.

9.1 Cup Class - PCA Cars

Model	Year	PCA Class	Weight (lbs)	Displacement	Rear Wheel Max HP	Max HP & TQ*
944/924S	83-88	Stock	2600	2.5L	144	288
		Prepared	2750	2.5L	144	288
	83-88	SP1	2500	2.5L	144	288
	89	Stock	2750	2.7L	150	300
		Prepared	2900	2.7L	150	300
944/924S	83-88	SP2 Lite	2500	2.5L	134	268
924	All	Stock & Prepared	2100	2.0L	113	226
931	79-82	Stock	2600	2.0L	144	288
		Prepared	2750	2.0L	144	288

* TQ number can only be 5% more then the actual HP being produced by the engine being tested.

9.2 Cup Class - SCCA Cars

Model	Year	SCCA Class	Weight (lbs)	Displacement	Rear Wheel Max HP*	Max HP & TQ*
944/924S	83-88	ITS	2600	2.5L	144	288
	89	ITS	2750	2.7L	150	300
924	77-82	ITA	2200	2.0L	118	236

*TQ number can only be 5% more then the actual HP being produced by the engine being tested.

9.3 Super Cup Class - PCA Cars

Model	Year	PCA Class	Weight (lbs)	Displacement	Rear Wheel Max HP*
924S/931/944	All	Stock B & Prepared C	2500	2.5/2.7L	175
944S	All	Stock C	2550	2.5L	186
944S	All	Prepared D	2600	2.5L	188
944S Club	All	Stock & Prepared	2700	2.5L	195
944S2	All	Stock E	2800	3.0L	205
944S2	All	Prepared F	2900	3.0L	208
944S2 Club	All	Stock & Prepared	3000	3.0L	219
951	All	Stock E	2900	2.5L	212
951	All	Prepared F	3000	2.5L	216
951S	All	Stock F	3150	2.5L	230
951S	All	Prepared G	3250	2.5L	237
968	All	Stock E	3000	3.0L	219
968	All	Prepared F	3100	3.0L	223
968 Firehawk	All	Stock F	3150	3.0L	227
928	All	Stock C	3000	5.0L	219
928	All	Prepared D	3100	5.0L	222
928S	All	Stock C	3150	5.0L	230

*TQ number can only be 5% more then the actual HP being produced by the engine being tested.

9.4 Super Cup Class - SCCA Cars

Model	Year	Weight(lbs.)	Displacement	Rear Wheel Max HP*
924S/931/944	All	2500	2.5L	175
944S	All	2600	2.5L	188
944S2	All	2900	3.0L	208
968	All	3100	3.0L	223

*TQ number can only be 5% more then the actual HP being produced by the engine being tested.

10 Driver On-Track Conduct

The 944 Cup racing series is intended to be a fun, safe and competitive race series. Good sportsmanship will be valued more then where you place during the race. Basically what this means is that clean, well-executed passing will be the trademark of the series. Punting one's competition off the race track or leaning against them to gain position is unacceptable. Everyone competing in the series must understand that a well thought out and safely executed pass is acceptable while a kamikaze pass which jeopardizes both drivers and cars is not, regardless of whether the position in contention is 10th place or 1st. Metal to metal contact, including bump drafting will result in a review and possible

sanctions. While a format for administering a 13/13 rule is described below, the focus here should not be on the literal interpretation of the rules, but rather the spirit.

10.1 Conduct Steward

The Director, or any designee of the Director, shall assume the role of the conduct steward and oversee driver behavior throughout the course of each race weekend. The Conduct Steward's responsibilities include but are not limited to:

- Monitoring and/or stopping over-aggressive driving in practice, qualifying and race sessions. If a driver is viewed as a threat to the safety of other drivers on track, it is within the rights of the Steward to take appropriate sanctions against that driver.
- In the event of car-to-car contact, the Steward is responsible for collection of information from all drivers involved (including videos where applicable) and any applicable corner workers, examination of cars involved and the reporting of any findings to the sanctioning body's Race Steward.

10.2 Passing Rules

Unless superseded by the applicable sanctioning body, the 944 Cup rules for a 944 passing another 944 are as follows. The 944 Cup rules for passing requires that once a pass is initiated by an overtaking 944, the overtaking 944 has a right to be there, and that the leading 944 must leave the overtaking 944 racing room on the paved surface. The act of passing is initiated when the overtaking car's front bumper overlaps with the lead car's rear bumper. Once this overlap occurs, the overtaking 944 has a right to be there. A pass is not completed until the overtaking car's rear bumper is clear of the car's front bumper that is being passed.

10.3 13/13 Rule

In addition to the normal discretion of officials from the applicable sanctioning body to deal with inappropriate and unsafe conduct during all practice and race sessions, this series will employ a modified "13/13 Rule." What this means is any driver involved in car to car contact will most likely be subject to a prescribed set of sanctions points accumulated for the year end championship. Accidents will happen in automobile racing. This is can a dangerous sport. The hope is that the modified 13/13 rule will set the tone for good sportsmanship within the series and minimize the danger and expense involved in racing.

Punting one's competition off the race track or leaning against them to gain position is unacceptable. Everyone competing in the series must understand that a well thought out and safely executed pass is acceptable while a kamikaze pass which jeopardizes both drivers and cars is not, regardless of whether the position in contention is 10th place or 1st. Metal to metal contact, including bump drafting will result in a review and possible sanctions. While a format for administering a 13/13 rule is described below, the focus here should not be on the literal interpretation of the rules, but rather the spirit.

Passes which jeopardize driver and/or car will not be tolerated regardless of whether the position in contention is 10th place or 1st. Sufficient racing room, defined as the ability to continue on course with four wheels on the racing surface, is paramount and must be yielded to an overtaking car when any overlap between the cars exist. In the same token, knowing that one will be afforded racing room does not give overtaking cars license to recklessly "dive bomb" their competitors in a late, low percentage move. Metal to metal contact, including bump drafting, will result in a review and possible sanctions. Incidents with vehicles outside the Series will be reviewed and subject to similar penalties as the discretion of the pertinent series Directors.

10.4 Car Contact

In addition to the normal discretion of officials from the applicable sanctioning body to deal with inappropriate and unsafe conduct during all practice and race sessions, this series will employ a

modified "13/13 Rule." What this means is any driver involved in car to car contact will most likely be subject to a prescribed set of sanctions points accumulated for the year end championship. Accidents will happen in automobile racing. This is can a dangerous sport. The hope is that the modified 13/13 rule will set the tone for good sportsmanship within the series and minimize the danger and expense involved in racing. Any driver involved in car to car contact may be subject to a prescribed set of progressively more severe sanctions.

10.4.1 Investigation Process

Under the modified 13/13 Rule, any incident which results in car damage during practice, qualifying or race sessions will set in motion the following actions:

- All drivers involved in car to car contact will be required to report to the Steward. Based on the data available, the Steward will make a determination as to which driver(s) is at fault for the incident and any sanctions to be levied against the driver(s). Any driver involved in car-to-car conduct must meet with the Steward before any subsequent sessions or the driver shall be presumed to be at fault.
- Contact caused by the mechanical failure of one or more cars. Typically there will be no fault awarded and no sanctions will be levied.
- Minor incidents involving negligible damage (such as paint scrapes or tire marks). It is inevitable that incidental contact will take place. A driver may be found at fault however if the Steward determines the incident to be minor, no sanctions will be levied.
- Actionable incidents involving significant damage. Generally, any damage beyond that which is negligible will be considered an actionable incident. A driver found at fault of significant damage will be subject to sanctions as described in Section 10.4.2.

10.4.2 Driver Sanctions

In the event of actionable incidents, any driver found at fault will be subject to the following sanctions:

- First Incident - The driver will be placed at the rear of the starting grid for the next race. If more than one driver incurs sanctions for their first "at fault" incident during practice or qualifying, drivers will be placed at the rear of the field in descending order of their fastest recorded lap time in that session. If more than one driver incurs sanctions for their first "at fault" incident during a race, drivers will be placed at the rear of the field for the following race in respective track order at the time the incident occurred.
- Second Incident - If the incident occurs during a race, the driver will be disqualified for that race and points forfeited. If the incident occurs in practice or qualifying, the driver will be disqualified for the subsequent race.
- Third Incident - The driver will forfeit any points earned during the season for all prior races and will be suspended from the series for the balance of the season.
- Sanction Carryover - Any actionable incident committed during the driver's last race of the season will be carried forward as the first incident of the following year with related grid penalty.

Additionally, a driver will also be suspended from the series for the balance of the season should the driver be **disqualified for three technical violations** or determined to be at fault for a combination of four 13/13 violations and technical disqualifications.

The Director reserves the right to make changes in rules and/or penalties to ensure fairness of all aspects of competition. He/she will make every effort to correct problem situations to the fairness of the majority before invoking penalties, in full or in part. Under extreme circumstances, a driver may be subject to more severe penalties should the seriousness of any incident or infraction warrant such actions in the judgment of the Director.

10.4.3 The Appeals Process

Drivers may file an appeal an action to the series Director. Such appeals must be in writing and presented to the Directors within two (2) days. Director findings will only be overturned in the event of compelling evidence in favor of the accused driver that was not available to the steward at the time of the original decision.

11 Team Formation

The intent of the Cup Team Rule is to allow two (2) drivers to share the costs of racing one car during a racing season. The drivers must declare the team for any class(es) before either of the drivers has participated in their first race of the season in that class(es). The declaration must be done in writing to the Cup regional Director. Once the team is declared the two (2) drivers shall have their points tallied together. Either driver may qualify or race the car; however both drivers must be registered for that event. A maximum of two (2) drivers may be on a team and each driver may only be on one (1) team. A driver may collect points for himself/herself, independent of his/her declared team, so long as he/she notifies the Cup Director **before** qualifying.