

944 CHALLENGE TECHNICAL SPECIFICATIONS

REFERENCE:

CAMS 2005 Manual of Motorsport, Section 7, Group 2B Marque Sports (page 7-50)

AUTHORITY:

This document was approved by the 944 Racing Association Committee by circulation vote on 6/8/05.

ACTION:

This document is the definitive Specification Document for cars competing in the aPorschePart 944 Challenge.

Porsche 944 2.5L SOHC

To be read in conjunction with the CAMS Manual of Motor Sport and the Group 2B Technical Regulations for Marque Sports Cars

Porsche 944 Challenge vehicles (as per "Porsche 944 Models Dimensions and tolerances" WKD 423 320) are subject to all the restrictions and freedoms contained within the Group 2B, Marque Sports Technical Regulations, save where additional restrictions are imposed by the present specifications. Where any discrepancy exists between any restriction, dimension or component specified in the present document and the Group 2B Technical Regulations, that specified in the present document shall take priority. Unless specifically permitted, no modifications are allowed to the standard vehicle.

For convenience, the general section numbering in the present document is intended to follow that of the Group 2B Technical regulations.

1 Definition

- 1.1 The VIN prefix used by the manufacturer for identification of eligible vehicles is:-
Porsche 944, VIN prefix WPOZZZ94Z or WPOAAO94
- 1.2 Cars with identification plates with other than the above codes are not necessarily prohibited from use, provided that the specifications of the car are in compliance with those of the cars identified in 1.1.
- 1.3 Where a Maximum or minimum value is specified in this document, that value shall be absolute, and no tolerance shall attach.

2 Regulations

No Additional restrictions.

3 Bodywork and Dimensions

- 3.1 Seam welding of the body shell is not permitted. Deleted: and reinforcement
- 3.2 Rear bumper bar or a fibreglass replica must be retained.
- 3.3 Front bumper/fascia must be either standard, or a fibreglass replica of that fitted to the 944 turbo model. Front air dams may not be added.
- 3.4 The rear spoiler must be either standard, or a fibreglass replica thereof. Additional rear spoilers / wings must not be added.
- 3.5 The rear hatch must be the retained standard glass component. Additionally, rear hatch restraints must be fitted to each side of the hatch, either in addition to, or replacing, the standard latch mechanism to prevent the hatch opening more than 250mm.
- 3.6 Body Width
The body width is to be a maximum of 1740 mm, as measured above the centre line of the front and rear axles. Wheel arches may not be flared.
- 3.7 Minimum Racing Weight 1100 kg
- 3.8 Front Lights If the standard pop-up headlights are removed, they must be replaced by either 2 or 4 rectangular lights mounted in the driving light recesses of the front bumper.
Dimensions of the lights Minimum width 125mm
Minimum height 55mm
Minimum power 55W
- 3.9 Rain Lights: A 20W globe must be fitted into both of the rear combination lamps in the position normally used for fog lamps. The extra globes must illuminate in conjunction with the parking lights

4 Engine

The complete engine assembly, including all systems necessary for engine function, must remain standard and unmodified, save as specified in 4.1 to 4.10 below. The cylinder block must bear one of the following casting designations:

M44.01 to M44.10, M44.40, M44.50 to M44.52

- 4.1 Blueprinting and balancing of components is permitted.
- 4.2 Removal of unused ancillary components mounted on the engine is permitted.
- 4.3 The fuel rail may be replaced by one of free design.
- 4.4 Alteration of valve seat geometry is permitted.
Removal of piston material to increase valve clearance is permitted. Deleted: valve stem
The maximum throat diameter of the inlet valve seat insert shall be 39.80mm.

The maximum throat diameter of the exhaust valve seat insert shall be 34.90mm.

The thickness of the cylinder head ("A" dimension) is not restricted.

4.5 Crankshaft: Cross-drilling permitted only to aid lubrication.

4.6 Camshaft The camshaft may be either type 155.05 or 155.09. The keys and keyways of the standard camshaft timing sprocket may be modified provided camshaft timing remains standard. The timing belt cover may be removed or replaced by a custom made part.

Deleted: or 155.10

4.7 Exhaust pipe: The exhaust pipe may be modified after the point where the four primary pipes become one.

Deleted: manifold

Deleted: manifold

4.8 The following items may be replaced by mechanically and functionally identical substitute components.

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Pistons and rings	Valves
Bearings	Gaskets
Valve springs	Bolts and fasteners
Piston pins	

4.9 The following specifications shall apply to engines.

Bore	100.50 mm Maximum
Stroke	79.9 mm ± 0.1
Compression Ratio	11.5:1 Maximum

Deleted: engine may be reconditioned using all accepted reconditioning practices, provided that the

Deleted: are respected

4.10 Throttle body: The throttle cam profile may be modified.

4.11 Engine Control Unit (ECU). From 1/6/05, the controlled ECU is the Wolf 3D 944 Challenge unit, available from Advanced Engine Management Systems. Alternatively, the standard Motronic system may be used up to 31/12/05.

Deleted: Sealing: The Air Flow Meters and ECU's must be inspected and sealed prior to competition.

4.12 The following minimum weights shall apply from 1/1/06:

Crankshaft (bare)	23.5 kg
Inlet valve	96 g
Exhaust valve	94 g
Clutch assembly including fasteners	10.2 kg
Piston/rings/piston pin/clips	710 g

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4.13 Engine Air Intake is free upstream of the air flow meter. If the Wolf ECU is fitted, the ø70mm tube with air temp sensor (supplied with the ECU) must replace the air flow meter and be installed in the same position.

4.14 In conjunction with the Wolf 3D ECU, the original crank and flywheel sensors must be replaced by a single sensor fitted to the upper timing belt cover as supplied with the ECU kit.

5 Piping and Fuel Tanks

No additional restrictions

6 Cooling System

6.2 Radiator: Custom radiators may be used subject to the following restrictions:
The width and height must be no greater than the standard radiator
The thickness of the core shall be no greater than 55mm

Deleted: Only the standard radiator may be used

6.2 Ducting: Must not protrude below the front bumper and must be through existing body openings only, which includes driving light recesses.

7. Transmission to the Wheels

7.1 Gearbox and Final Drive: The gearbox/final drive assembly shall be Porsche 944 Type 016J or 016K (Identification Code 5Y or 5S or ASG only), in unmodified form. Only the following ratios are permitted.

1st	3.6000:1
2nd	2.1250:1
3rd	1.4583:1
4th	1.0714:1
5th*	0.8286:1 (016J) or 0.7297:1 (016K)
Rev	3.5000:1

*Either 5th gear ratio may be installed.

- 7.2 Differential: Limited slip or locked differentials are not permitted.
- 7.3 Final Drive Ratio: The only permitted ratio is 3.8890:1
- 7.4 Gear linkages: The original gear selector lever and its pivot point must be retained.
- 7.5 Cooling of lubricants: No additional cooling of gearbox/final drive/differential lubricant is permitted.
- 7.6 Tailshaft and Driveshafts: These must be standard components.
- 7.7 Bearings, gaskets and seals may be replaced by non genuine components provided that they must be mechanically and functionally identical substitutes.

8 Suspension and Steering

8.1 Front Suspension: The control arm inner pivot/mounting position may not be relocated. Stub axles and hubs must remain standard.

8.2 Rear Suspension: Control arms must be standard, but may be of either factory alloy or steel variants. The damper mounting point and spring seat on the steel arms may be modified to match those of the alloy arm. The control arm and spring plate pivot/mounting points must remain as standard. The spring plate must remain standard.

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- 8.3 Suspension Dampers: Canister adjustable shock absorbers are not permitted.
- 8.4 Suspension Bushes: Elastomeric suspension bushes may be replaced with mechanically identical elastomeric bushes. The functional volume of the elastomer component must be at least 90% of the equivalent volume of the original bushing.
- 8.5 MacPherson strut top mounts: Must be as standard.
- 8.6 Suspension brace: No additional suspension brace between the suspension top mounts is allowed.
- 8.7 Anti-sway bars: The anti-sway bars may not be adjustable by the driver seated in the normal driving position.
- 8.8 Wheel Alignment: The maximum permitted front wheel castor angle is 3°.
- 8.9 Wheel track: Maximum Front 1550mm
Maximum Rear 1530mm
- Wheelbase: Maximum 2400 mm

9.0 Brakes

- 9.1 The entire braking system must be retained in unmodified form, except as specified in 9.2 to 9.4 below
- 9.2 Freedom is granted in relation to brake lines caliper seals, hoses and fluid. A brake proportioning valve, which must not be adjustable from the normal driving position, may be fitted into the rear brake line.
- 9.3 Brake pads: Only Specified brake pads may be used both front and rear. These must be supplied by "aPorschaPart", Race Brake Compound No 6.
- 9.4 Brake disks: Brake Disks may be subjected to slotting and/or cross drilling.

10. Wheels and Tyres

- 10.1 Wheel size: The maximum rim size is 15" x 8" (front and rear).
- 10.2 Tyres: Only Yokohama A032R 225/50R15 tyres may be used. Removal of tread material by Buffing and/or Grooving is not permitted

Deleted: specified

11. Cockpit and Driver's Compartment

- 11.1 Pedals: The pedal box, and the position of the pivot points in the pedal box must remain as standard.
- 11.2 Console: Either the standard console over the transmission tunnel, or a fibreglass replica thereof must be retained.

12. Safety Structures

- 12.1 The Safety Cage must not extend outside the cockpit.

13. Fuel

- 13.1 The only fuel to be used in competition in 2005 is JFP98 Racing Unleaded purchased at the event. No additives of any kind are permitted.

Deleted: Fuel must be Commercial Fuel, as defined by CAMS