

TECHNICAL BULLETIN

PORSCHE 944 CHALLENGE RECOGNITION DOCUMENT

REFERENCE:

CAMS 2004 Manual of Motorsport, Section 7, Group 2B Marque Sports (page 7-51)

RATIONALE:

To promulgate the Recognition Document for Porsche 944 Challenge Cars


AUTHORITY:

This amendment was approved by the Australian Motor Racing Commission by circulation vote on 7 June, 2004

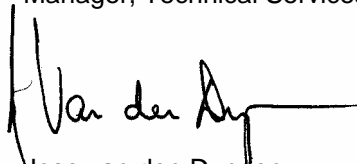
ACTION:

The attached document is the definitive Recognition Document for cars competing in the Porsche 944 Challenge.

Originated by:


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Authorised by:


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Distribution:

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944 Racing Association Inc.
944 Challenge Recognition Document.
Category 2 - Group 2B
2004



Porsche 944 2.5L SOHC

Approved by CAMS

Date: 10 June 2004

Peter Lawrence

A handwritten signature in black ink that reads 'Peter Lawrence'. The signature is written in a cursive, flowing style.

Manager-Technical Services

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 Recognition Document. 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.

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.

2 Regulations

No Additional restrictions.

3 Bodywork and Dimensions

- 3.1 Seam welding and reinforcement of the body shell is not permitted.
- 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

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 valve stem material to increase valve clearance is permitted.
- 4.5 Crankshaft: Cross-drilling permitted only to aid lubrication.
- 4.6 Camshaft The camshaft may be any of Type 155.05 or 155.09 or 155.10. 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.

4.7 Exhaust manifold The exhaust manifold may be modified after to the point where the four primary pipes join.

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

Pistons and rings	Valves
Bearings	Gaskets
Valves springs	Bolts and fasteners

4.9 The engine may be reconditioned using all accepted reconditioning practices, provided that the following specifications are respected

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

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

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

5 Piping and Fuel Tanks

No additional restrictions

6 Cooling System

6.2 Radiator: 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 upper spring plate must remain standard.
- 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 be 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 specified 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

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 Fuel must be Commercial Fuel, as defined by CAMS