

944 Cup

2013 Official Rules

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1	General Rules.....	3
2	Format	3
3	Eligible Models.....	3
4	Sanctioning Body.....	3
5	Safety.....	4
6	Decals.....	4
7	Technical Compliance.....	4
8	Cup Class - Allowed Modifications.....	5
8.1	“Stock” Allowed Modifications	5
8.1.1	Engine	5
8.1.2	Transmission / Differential.....	5
8.1.3	Suspension	6
8.1.4	Tires and Rims	6
8.1.5	Brakes	6
8.1.6	Body / Chassis / Interior	6
8.2	“Prep” Allowed Modifications	7
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
9	Super Cup Class - Allowed Modifications	8
9.1	Minimum Weight	8
9.2	Tires	8
9.3	Engine/Transmission.....	8
9.4	Suspension/Brakes/Wheels.....	9
9.5	Body/Interior/Exterior	9
10	Minimum Weights and Maximum Power	9
10.1	Cup Class – Stock	10
10.2	Cup Class – Prep	10
10.3	Super Cup Class – All Cars	10
11	Sporting Regulations.....	10
11.1	Conduct Steward	11
11.2	Passing Rules.....	11
11.3	Race Start.....	11
11.4	13/13 Rule	11
11.5	Car Contact	12
11.5.1	Investigation Process.....	12
11.5.2	Driver Sanctions.....	12
12	Protests and Appeals	13
13	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. Both classes feature year end Regional and National Championships. Regional championships are held for each Chapter for each active class in that Chapter. Drivers in good standing and active in the Chapter, who have raced at least half the available races during a championship season, are eligible for championships and trophies..

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 or device that could alter Dyno readings when measured for compliance purposes. Stock or aftermarket chips allowed. Chips for Turbo models must also have boost limiter set at required Cup limit. All competitors are encouraged to participate in the certified chip program. Certified chips can be obtained by contacting the Cup National Director free of charge.

It is expected that every participant and driver (entrant) at a 944 Cup sanctioned event shall conduct themselves according to the highest standards of behavior and sportsmanship, particularly in their relationship with other drivers and officials, and in a manner that shall not be detrimental to the reputation of the 944 Cup. Failure to do so will result in penalties.

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. Any interpretation required of these rules will be the responsibility of the 944 National Director.

3 Eligible Models

The 944 Cup Class is open to Porsche 8-valve 944, 924S, and 931 models. In addition, the same models competing in PCA SP1 and NASA 944-Spec are eligible providing that they meet all the current 944-Spec rules as issued by the respective sanctioning body and comply with power limits set forth in Section 10.1 of these rules.

The 944 Super Cup Class is open to the 944S, 944S2, 951, 951S, and 968 models. All eligible models are listed in the charts contained in Sections 9 and 10 of these rules, along with car minimum weights and power limits, which vary depending on the classification, model and year of the car.

4 Sanctioning Body

The 944 Cup holds events in conjunction with several sanctioning bodies including but not limited to SCCA Pro Racing, PCA, EMRA and SCCA club Racing. All 944 Cup Regional and National Championship events are governed by the 2013 944 Cup Rules, All safety and conduct rules of the applicable aforementioned sanctioning bodies are applicable and must

be complied with by all Cup drivers and cars. Only races and classes designated 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 National Director.

5 Safety

All safety standards shall conform to the applicable sanctioning body responsible for the holding the event 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.

Additionally the 944 Cup also requires each car be equipped with two working stock brake lights at all times and at two operating rear stock tail lights or an FIA approved flashing rain light for use during wet weather track sessions. The flashing rain light mounting location should be in the area between the rear tail lights.

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.

Cup Officials have the right to inspect anything in sight, and within reason have the right to ask the driver to take apart certain parts of the car. Cup officials will not disassemble any part themselves. They will leave it up to the competitors and their crews. A competitor has a right to protect information about legal modifications and setup pertaining to their vehicles from other competitors. Determining the legality of parts internal to the powertrain will be limited to testing on the dyno as discussed below or by approved technicians provided for by the sanctioning body holding the event.

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 and smoothing factor of 4. 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 Cup Class - Allowed Modifications

The 944 Cup Class provides for two separate classifications, Stock and, Prep, . Each classification allows for different modifications which are listed below. Modifications cannot be mixed between classifications. Car minimum weights vary depending on the class, model, year, engine displacement as listed below.

8.1 “Stock” Allowed Modifications

All vehicles in “Stock” 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.*

8.1.1 Engine

- (a) Air filter and filter housing are free.
- (b) Use of an aftermarket fuel rail is permitted.
- (c) DME must be located in one of the two factory stock locations or be fitted with a cover that cannot be removed to prevent adjustment of the fuel quality switch by the driver. The addition or splicing of wiring, sensors, or piggybacked computers outside of the DME housing are not permitted. The stock (unmodified) engine wiring harness must be used.
- (d) The factory Coding Plug and/or Impedance Plug on the wiring harness cannot be in use.
- (e) Stock or aftermarket chips allowed.
- (f) 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, 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. Engine bore sleeving is permitted.
- (g) Cylinder head and upper end of block may be milled and head gasket used that will bring compression ratio to achieve the maximum compression ratio of 10.6:1 for all 2.5L motors and 10.9:1 for all 2.7L motors. An offset key may NOT be used to adjust cam timing..
- (h) Exhaust systems and modification are unrestricted.
- (i) All parts related to the air conditioning system may be removed, and any AC delete bracket may be used.
- (j) The use of oil coolers is unrestricted providing that the cooler(s) serve no other function than to cool oil.
- (k) 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.
- (l) Valve springs, retainers and clips are unrestricted.
- (m) 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.
- (n) Throttle cam may be modified or replaced with any aftermarket version.
- (o) 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
- (p) Allow any dual-mass flywheel to be replaced with a single-mass, ferrous material flywheel. The clutch disk must be the stock diameter.
- (q) Aftermarket radiators, alternators and starters may be used but must be installed in the stock locations.
- (r) Engine pulley belts may be removed.
- (s) 944 Turbo connecting rods and cylinder head permitted for all models.

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. The end links and ball joints cannot be adjustable. Bump steer kits are not permitted.
- (k) Billet aluminum wheel hubs made by Racer's Edge and Stuttgart Motorsports are 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.
- (d) Any DOT approved tire is allowed but the manufacturer *tire width cannot be greater 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) Brake bias valves are free but cannot be relocated or adjustable.

8.1.6 Body / Chassis / Interior

- (a) Replacement or removal of stock mirrors.
- (b) 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.
- (c) 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.

- (d) The driver's seat must be replaced with a racing-type seat.
- (e) For 924S and 931 models only, flared fenders or 944 fenders may be used but can't exceed the factory fender width for a stock 944. The specification for the maximum width as measured at any point of the wheel opening is 68 inches (1727 mm) for the front and 68 3/4 inches (1746mm) for the rear.
- (f) Front air dams are free providing they do not exceed beyond the width of the front fenders., maximum factory body length (not including the bumpers) by more then one inch. 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 then 1 inch out beyond OEM panels at any point and 1.5 inches down.
- (g) Modifications to the underside of the car for the purpose of improving aero effects are not allowed. The factory splash guard located under the engine may be used or deleted. Additionally an undertray of any alternate material may be used that extends from the front of the car back to the front edge of the front wheel opening.
- (h) Removal of the car interior, A/C and heating system, head lamps and related parts is allowed. Window openings may be modified to improve exiting to include leveling surfaces around the window frame which cannot extend beyond the exterior of the door.
- (i) Spare tires must be removed.
- (j) 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.
- (k) 944 Turbo fenders, nose panel and headlamp covers are permitted for all models. Gaps around the headlight covers be taped over and/or permanently filled in with body putty and/or similar materials.
- (l) Stock rear spoiler must be in place with no modification. Stock 924, 924S and 944 rear spoilers are interchangeable.

8.2 "Prep" Allowed Modifications

Any car meeting the criteria of Section 8.1 of these rules, Stock Allowed Modifications, and having one or more of the following additional allowed modifications, will progress to the "Prep." classification. Additional allowed modifications for "Prep" are as follows. See Section 10.2 for corresponding minimum weight and power limits.

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 are permitted

8.2.2 Tires and Rims

Wheels 2 inches wider then 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. Brake proportioning valves may be used provided that they are of the in-line, pressure limiting type.

8.2.4 Transmission / Differential

Any ring and pinion ratio is permitted.

8.2.5 Body/Chassis/Interior

- (a) Ducting of exterior body panels and lexan window 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 in total in the front and in the rear of the car.
- (c) The existing factory spoiler can be extended up 6 inches from the highest point of the factory spoiler. Rearward brackets or braces can be used to support the spoiler extension. The spoiler extension can be made of any material. The factory spoiler is only comprised of the rear section of the spoiler, and does not include the rubber trim pieces that extend up the side of the glass hatch. The rubber trim pieces cannot be modified. A stock 968 spoiler or aftermarket replica can be used.
- (d) Door handles can be deleted and handle pockets in door filled

9 Super Cup Class - Allowed Modifications

This Class is open to the Porsche 944S, 944S2, 951, 951S, and 968 models. Car minimum weights vary depending on the models. All vehicles in "Super Cup" 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. Super Cup class specific allowed modifications are listed in Sections 9.3 through 9.5 that follow.

Stock parts may be updated or backdated for that specific 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.*

9.1 Minimum Weight

The minimum weight for each eligible model, including driver, is set forth in Section 10.5. Any ballast added to meet weight must be safely bolted inside of the car. Spare tire mounting bracket may not be used.

9.2 Tires

Any DOT approved tire is allowed. Sizes are free but must not extend beyond the fenders.

9.3 Engine/Transmission

- (a) Oil pans, pan baffles, scrapers, windage trays, oil pickups, lines, and filters are unrestricted is allowed. Oil and power steering hoses may be replaced with metal braided hose. A pressure accumulator (Accusump) is permitted.
- (b) 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.
- (c) Pistons are free given that they do not exceed 1mm (0.040") oversize of the stock nominal bore size (either 100.0mm or 104.0mm, as appropriate for the vehicle (S2 is 10.9:1, 944Turbo 8.0:1, and 968 is 11.0:1). The weight of the piston assembly (piston, pins, and clips) is no lighter than the stock piston assembly, +-4 grams tolerance for that vehicle, (710 grams for 944S2, 730 grams for 944 Turbo, and 704 grams for 968).
- (d) Truing of cylinder heads with compensating head gasket is allowed, as long as the compression limit listed here is not exceeded.
- (e) Piston rings are unrestricted
- (f) Any clutch disk, flywheel and pressure plate of stock diameter may be used.
- (g) Underdrive pulleys are permitted.
- (h) Manifold and cylinder head port-matching is permitted; no material may be removed further than one inch in from the manifold to cylinder head mounting face. 944 Turbo connecting rods permitted for all models.
- (i) Adjustable fuel pressure regulators are unrestricted.
- (j) Aftermarket radiators, alternators and starters but must be installed in the stock locations.
- (k) Engine pulley belts may be removed.
- (l) Transmission gears are free.
- (m) Any limited slip differential (LSD) is allowed. Locked differentials are prohibited.
- (n) Use of a transmission fluid cooler(s) providing that it serves no other function than to cool the transmission fluid.
- (o) Modification to, or substitution of, the shifter mechanism which reduces the range of motion.
- (p) Exhaust systems are unrestricted.
- (q) Air filter and filter housing are free.
- (r) Stock or aftermarket chips allowed.

- (s) Turbo boost maximum is 12.5 psi at any RPM. Lindsey Racing Blue Clubgate allowed as a substitute for the stock wastegate.

9.4 Suspension/Brakes/Wheels

- (a) Adjustable camber plates, aftermarket fuel rail, and throttle cam.
- (b) Torsion bars may be removed.
- (c) Shocks, springs, bushing materials, all brakes components, and wheel spacers.
- (d) Wheels are free but must not extend beyond the fenders.
- (e) Any limited slip differentials (LSDs). No locked differentials.
- (f) Sway bar sizes and configuration are free except driver-adjustable sway bars are not permitted in the cockpit.
- (g) Front control arms may be modified or replaced with updated or aftermarket control arms providing that the mounting locations remain the same as OEM. Front control arms may be modified or replaced with updated or aftermarket control arms providing that the mounting locations remain the same as OEM and the end links are not adjustable. Bump steer kits are permitted.
- (h) Any bolt-in shock tower brace.
- (i) Billet aluminum wheel hubs made by Racer's Edge and Stuttgart Motorsports are permitted.

9.5 Body/Interior/Exterior

- (a) Non-stock mirrors allowed.
- (b) Aftermarket rocker panels are allowed.
- (c) Lexan windshield, quarter windows and hatch are permitted.
- (d) Parking brake lever, cables and associated parts may be removed.
- (e) Front fenders, doors, engine hood, headlamp covers can be replaced with identical parts of size and shape made of non-stock materials. Gaps around the headlight covers be taped over and/or permanently filled in with body putty and/or similar materials. Fenders can be flared front and rear.
- (f) Spoilers and air dams are free. Stock bumpers may be modified or replaced with non OEM material, providing that they are not relocated.
- (g) Removal of the car interior, A/C and heating system, head lamps and related parts is allowed.
- (h) Ducting of exterior body panels and lexan windows for additional cooling provided it does not change size and shape of factory panels.
- (i) Rear wing with a single plane may be added. The maximum wing height can be no greater than level with the top of the roof, no wider than the car body panels.. or extend beyond the maximum factory body length by more than 1 inch. The stock spoiler and the hatch rubber side trim can be removed.
- (j) Door handles can be deleted and handle pockets in door filled.
- (k) Modifications to the underside of the car for the purpose of improving aero effects are not allowed. The factory splash guard located under the engine may be used or deleted. Alternatively a replica in an alternate material may be used that extends from the front of the car back to the front edge of the front wheel opening.

10 Minimum Weights and Maximum Power

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).

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 than the actual HP being produced by the engine being tested.

10.1 Cup Class – Stock

Model	Year	Weight (lbs)	Displacement	Rear Wheel Max HP	Max HP & TQ ¹
944/924S	83-88	2600	2.5L	144	288
	89	2750	2.7L	150	300
931	79-82	2600	2.0L	144	288

¹ TQ number can only be 5% more than the actual HP being produced by the engine being tested.

10.2 Cup Class – Prep

Model	Year	Weight (lbs)	Displacement	Rear Wheel Max HP	Max HP & TQ ¹
944/924S	83-88	2750	2.5L	144	288
	89	2900	2.7L	150	300
931	79-82	2750	2.0L	144	288

¹ TQ number can only be 5% more than the actual HP being produced by the engine being tested.

10.3 Super Cup Class – All Cars

Model	Year	Weight (lbs)	Displacement	Rear Wheel Max HP ¹
944S	All	2550	2.5L	195
944S2	All	2750	3.0L	210
951 ²	All	2875	2.5L	223
951S ²	All	3050	2.5L	237
968	All	2875	3.0L	223

¹ TQ number can only be 5% more than the actual HP being produced by the engine being tested.

² Turbo boost cannot exceed 12.5 psi.

11 Sporting Regulations

The 944 Cup racing series is intended to be a fun, safe and competitive race series. Good sportsmanship will be valued more than where you place during the race. Basically what this means is that clean, well-executed passing will be the trademark of the series. Punting or forcing one's competition off the race track or leaning against them to gain position is unacceptable and will be penalized.

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.

Any unsportsmanlike conduct, on any scale, is not welcome at 944 Cup events. Acts of unsportsmanlike conduct have many forms such as arguing, yelling, intimidation, and aggressive physical contact. Drivers shall, at all times, be responsible for the conduct and behavior of those accompanying them to an event such as crew, mechanics, and friends. Any offense committed by the driver's crew, mechanics or friends will be directly chargeable to the driver.

11.1 Conduct Steward

The Chapter Director shall assume the role of the conduct steward and oversee driver behavior throughout the course of each race weekend. The Conduct Steward is to assure that matters involving on-track incidents are handled in a fair, consistent, and swift manner and shall review each case, determine fault, and assign penalties.

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.

11.2 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.

A kamikaze or dive bomb pass is not permitted and will be penalized if contact results per the 13.13 rules. Overlap to the inside of a car should occur prior to the car being passed making a turn in towards the apex. This allows the driver being passed to view their mirrors before focusing on the apex turn in.

A pass must be made on the paved surface of the track. **Curbs are considered part of the paved surface.** The penalty for passing with wheels off the track will be one position in the race results. If the overtaking car has overlap on the car being passed and is then forced off track, no penalty will be applied to the overtaking car.

Defensive driving is permitted, blocking is not. A driver is permitted to change lanes or the line once when employing a defensive position. More than one maneuver to prevent a pass is considered blocking. The penalty for blocking will result in the driver being penalized one position in the race results.

11.3 Race Start

Race starts can feature either rolling starts or standing starts. For rolling starts, all cars will maintain the speed of the Pace Car on the warm up lap until the Green Flag drops. Failure to maintain pace or excessive gapping of the pace car or the cars in the row ahead is not permitted and will be cause for a drive thru penalty. For standing starts, drivers determined to have jumped the start will be black flagged and required to do a drive through penalty. Alternatively, drivers who violate the starting procedures will be assessed a 3 position penalty after the race.

11.4 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.

11.5 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. It is up to the competitors to provide all of the evidence in presenting their case.

11.5.1 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** metal to metal incidents must be immediately reported to a Cup official, Drivers involved in incidents need to provide Cup officials the numbers of the cars involved, description of the incident, and video footage from cars involved or from cars that were in sight of the incident.
- All drivers involved in car to car contact will be required to report to the Cup official in charge of the event.
- 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 11.5.2.

11.5.2 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’s results 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: 1) three technical violations, 2) a combination of four 13/13 violations and technical disqualifications, and 4) the use of any device determined to be employed for the intention of circumventing dyno testing or any electronic device for improving traction control.

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.

12 Protests and Appeals

12.1 Appeal

Drivers may file an appeal of any ruling to the Chapter Director. Such appeals must be in writing and presented to the Director within 30 minutes of the end of the qualifying session or race. Director findings will only be overturned in the event of compelling evidence that was not available to the steward at the time of the original decision.

12.2 Protests

Any entered driver may lodge a protest against another driver disputing the mechanical compliance of their competition vehicle. To lodge a protest, the protestor shall obtain a *protest form*, fill it out, and file it, along with a nonrefundable \$100 fee, with the Director who may accept the protest, may extend the time allowed, or may reject the protest.

For the protest to be valid, it must meet the following conditions:

- 1) Be filed within thirty (30) minutes of the completion of a qualifying session or race and two hours before the start of the last race of the weekend.
- 2) Each part that is being protested must be named specifically and include presentation of evidence .
- 3) Each part may be considered a separate protest, in terms of fees.
- 4) Each part listed shall be accompanied by the rule(s) number that it violates and an explanation of the reasons the part is thought to be illegal.
- 5) Accepted by the Director.

12.3 Request For Action (RFA)

Any entered driver may lodge a protest against another driver’s on-track conduct. The protestor shall obtain a “*Request for Action Form*”, fill it out, and file it with the Cup Director. The RFA Form must be filed within thirty (30) minutes of the end of the session in which the incident occurred. The Director may accept the RFA, may extend the time allowed, or may reject the RFA.

12.4 Bad Faith Protests

Any competitor having knowledge of illegal parts or modifications to another competitor’s vehicle has an obligation to immediately disclose that information to that competitor and the Director. To file a protest in violation of these rules will cause action to be taken against the protestor. This will not however, affect the acceptance, rejection, or outcome of the protest.

12.5 Appeals – National

Any decision made by the Chapter Director may be appealed to the National Director. Any decision made by the National Director is final. The appellant must submit, in writing, all of the details of the case, including references to all applicable rules, along with any and all evidence, including a copy of original appeal form, and the fee of one hundred (\$100) dollars, to the National Director (in person, if present).

All items must be emailed to the National Director within three (3) business days after the last day of the event. [Note- Appeals at the National Championships will be handled on site, providing that the National Director is present. In this case the competitor must inform the National Director of their intent to file an Appeal within 30 minutes of being informed of the outcome of the last decision. The National Director will then give the appellant a time frame in which all evidence must be submitted. The intent is to come to a fair and prompt conclusion in the case.

The National Director, at his discretion, may grant written permission to extend the time frame for both the appellant and the Race Director equally, in extreme or unusual cases. The National Director may review the case based solely on the evidence presented within the time frame. No new evidence may be allowed after the time frame for submission has passed. However, the National Director may call upon either party, at anytime, for clarifications.

The National Director shall make an effort to ensure that fairness and justice is served. He will administer the case holding these two qualities in higher regard than any other factor. The Executive Director has the power to make adjustments in decisions and penalties in each case.

If an appeal is ruled to be “not well founded,” the appeal fees (both Regional and National) will be retained and the National Director may increase the penalties. If the appeal is deemed “well founded”, the National Appeal fee will be returned.

13 Team Formation

Two (2) drivers may share the responsibility of fielding the one car during a racing season. To that end, the 944 Cup Team Rules allows multiple drivers under the following rules and conditions:

- 1) All drivers must have the required licensing/memberships and both drivers must be registered for the event.
- 2) A maximum of two (2) drivers may be on a team and each driver may only be on one (1) team.
- 3) Either driver may qualify or race the car.
- 4) 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 said class(es). This declaration must be done in writing to the Cup regional Director.
- 5) A driver may collect points for himself/herself, independent of his/her declared team, provided the driver notifies the Cup Director **before** qualifying.
- 6) Once the team is declared the two (2) drivers shall have their points tallied as if they were a single individual.
- 7) Failure to follow these provisions, including the reporting of all driver changes, will result in penalties or disqualification.