



Porsche Club

Porsche Owners Club



General Competition Rules 2016: 944 Spec Class - GSR

Effective January 1, 2016

Questions concerning these rules should be directed to the POC Competition Director via the official POC website: <http://porscheclubracing.org/>

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23.0 944 SPEC CLASS - GSR

The purpose of this Spec Class is to provide a racing experience where the cars are reliable and performance potential is as even as possible. These rules are intended to control costs and remove any performance advantage from the cars so that driving ability and suspension set up are the greatest factors in determining race winners.

23.1 GENERAL

23.1.1 Eligible Models consist of: 1983-1988 Porsche 944, Normally Aspirated 2479 cc and 1987-1988 Porsche 924S, 2479 cc.

23.1.2 All parts must be factory stock from one of the eligible year models, except where otherwise noted.

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

23.1.4 In general, modifications which improve aesthetics, access to systems, safety or reliability are allowed and encouraged provided they offer no performance advantage. There are no exceptions.

23.1.5 All safety standards not specified herein shall conform to the V-class Standards of the POC GCR. Electrical cutoff switches are required.

23.1.6 Roll Cages may be of weld-in or bolt-in type and must mount to the chassis at no more than six points and cannot mount past the firewall. The front four mounts must be either on the floor or the doorsill of the car. Cages may be welded to the A-Pillar and/or B-Pillar.

23.1.7 Minimum weight requirements must be met immediately following all qualifying sessions and races. The car, including driver, must weigh at least 2600 pounds. The choice of which systems/accessories to remove, in order to lighten the chassis, is free. Batteries may be swapped for a lighter type but must be securely mounted in the stock location. Lexan may be substituted for window glass only on the doors and must follow POC GCR rule **11.0.19**.

23.1.8 Additional weight may be added to the vehicle providing that all of the following conditions are met: Additional weight shall serve no other purpose than to increase the weight of the vehicle. This additional weight shall be known as "ballast." Ballast shall be made of solid metal, and must be installed securely. All pieces of ballast must be bolted per POC GCR.

23.2 ENGINE

23.2.1 All engine components must have been offered for sale in a Porsche 944 or 924S from model years 1983-1988 with 2.5-liter eight-valve engines only sold

by a dealer in the United States of America. All engines and their internal components must remain stock, except as provided by these rules, and within factory specified tolerances. Balancing and lightening of engine parts is not allowed.

- 23.2.2 Cylinder heads may be shaved for trueness. Maximum compression ratio allowed for all cars is 11:1.
- 23.2.3 Ethylene glycol-based anti-freeze is prohibited because in the event of a spill, it is extremely slippery. Distilled water is recommended as a replacement. Use of additives, such as Redline Water Wetter is permitted. Heater core bypass or block-off systems are allowed. No additional water cooling devices are allowed. Radiator fans may be direct wired with a switch.
- 23.2.4 Only the stock radiator is allowed.
- 23.2.5 Any thermostat is allowed. Thermostat may be removed.
- 23.2.6 The factory oil cooler may be removed and an external oil cooler installed. Cooling vents in the fascia with a maximum area of 60 Sq. Inches is permitted. The intent of this rule is to fix the known problem of inadequate factory designed oil coolers, which can cause an oil/water mixing problem.
- 23.2.7 Throttle Body must remain stock with no modifications. Air flow meter must remain unmodified.
- 23.2.8 Throttle Cam - No restrictions.
- 23.2.9 Air Filter - No restrictions.
- 23.2.10 Fuel Filler - Must remain stock.
- 23.2.11 Any spark plug or spark plug wires may be used. Any initial ignition timing may be used.
- 23.2.12 The stock computer engine management system must remain stock. No other engine management system may be added.
- 23.2.13 Aftermarket performance chips are allowed, which will incur a weight penalty of 25 lbs.
- 23.2.14 Exhaust System – Free from **header** back
- 23.2.15 Aftermarket exhaust headers are allowed which will incur a weight penalty of 25 lbs.
- 23.2.16 A right side driver's window net is recommended.

23.3 **TRANSMISSION**

- 23.3.1 Any clutch disc and clutch cover (pressure plate) may be used, providing they mount on an unmodified flywheel. Lightening the flywheel is not allowed.

- 23.3.2 The ring and pinion must remain stock, which is 3.889 final drive ratio.
- 23.3.3 Any limited slip is approved. Welded differentials are not allowed.
- 23.3.4 First through fourth gear must remain stock for the Porsche 1983-1988 944 naturally aspirated and 924S models. Updating to the stock, shorter fifth gear from the 924S and 1988 944 is allowed.

23.4 BRAKES

- 23.4.1 Brake pads are free.
- 23.4.2 Steel braided brake lines are allowed.
- 23.4.3 Splashguards may be removed.
- 23.4.4 The emergency brake lever and/or cables and associated parts may be removed.
- 23.4.5 Any brake fluid is allowed.
- 23.4.6 Brake cooling systems are allowed, provided they use only air to cool with. Air may be vented through the fog light area in the front air dam for brake cooling.
- 23.4.7 Any stock-sized rotor is permitted. Cross drilling or gas slotting of the rotors is allowed.
- 23.4.8 All brake calipers must remain completely stock.
- 23.4.9 ABS is NOT allowed on any model year, even if installed by the factory.

23.5 SUSPENSION & CHASSIS

- 23.5.1 All suspension components must be stock factory parts. They must be mounted in the unmodified factory original mounting locations. Updating /backdating of suspension components (e.g. A-arms, trailing arms, hubs (uprights), spindles, factory spacers) from eligible models is allowed provided the maximum track width is not exceeded.
- 23.5.2 MAXIMUM TRACK WIDTH FOR ALL CARS IS EQUAL TO THE STOCK 944 AT 58.1 INCHES IN THE FRONT AND 57.1 INCHES IN THE REAR.
- 23.5.3 The 924S models, with their narrower fenders and smaller track width front and rear, are allowed to increase track width by means of updating suspension components or adding spacers, however, tires cannot touch the fenders at any point in the suspension travel or steering travel. NOTE: 924S models came stock with late offset 6-inch wheels. Care must be taken when installing the larger spec wheels and tires to ensure there is no contact with stock springs.
- 23.5.4 Shocks may not have more than one external adjustment. Remote reservoir shocks are not permitted. Threaded body shocks similar to the factory M030

package are allowed on the front only. Shocks must be original factory installed shocks or the following models and part numbers:

Koni Front: 8641-1038 Sport, 8641-1414 Sport
Rear: 26-1209 Sport, 8040-1035 Sport

Bilstein Front: P30-0104, AK1110, AK1111
Rear: B36-0161, B36-2052

23.5.5 No modification of the shock tower is allowed. The brace must bolt on. No exceptions are allowed.

23.5.6 Any spring rate is permissible in the factory original location only. Coil over systems are not allowed in the rear. Any torsion bar size approved up to 30mm.

23.5.7 Any sway bar is allowed as long as they are not cockpit adjustable.

23.5.8 Any ride height, providing that no metal part of the vehicle touches the ground so as to be hazardous in the opinion of the Competition Director.

23.5.9 Suspension bushings must remain non-metallic.

23.5.10 Manual or power steering may be used. Power steering rack may be converted to manual. The steering lock may be removed.

23.6 WHEELS & TIRES

23.6.1 Only 15 x 7 inch ATS cookie cutter or phone dial wheels with offsets of 23.3 or 52.3 are allowed. Wheel studs are free. Wheel spacers are free. Steel lug nuts are required for racing.

23.6.2 **Spec tire is the 225/50/15 TOYO Proxes RR or 225/50/15 TOYO Proxes RA1 for Cup Racing, Time Attack and PDS Events. Kumho V700 VictoRacers (225/50/51) are allowed at PDS events in addition to the above mentioned TOYOS.**

23.7 BODY & INTERIOR

23.7.1 Exterior must have a clean and neat appearance.

23.7.2 No air dams, wings or spoilers are allowed other than stock components. Modification of front air dam to enhance cooling is permitted. 944 front valence may be replaced with a fiberglass one provided it is an exact replica.

23.7.3 The external profile and appearance of the stock fenders may not be modified. The front fender liners may be removed. 924S models may roll the front and rear fender lips inward for additional tire clearance.

23.7.4 Two stock exterior mirrors in their stock locations are required.

- 23.7.5 Body molding, bumper pads, antennas, license plates, license plate frames, license plate lights, and insignias and emblems may be removed.
- 23.7.6 Hood pins are allowed. Stock hood latches may be disabled or removed.
- 23.7.7 The driver's seat may be replaced with any seat suitable for competition, including a racing-type bucket seat. If the driver's seat is replaced, factory seat tracks may be modified, reinforced or removed to facilitate replacement mountings provided they perform no other function. All driver's seats shall conform to the GCR.
- 23.7.8 Factory dashboard instrument panels must remain intact. Additional gauges may be added. In cars with early dashboards, swapping the tachometer and speedometer, or substitution of an aftermarket tachometer in the factory location is allowed.
- 23.7.9 Any steering wheel and attachments may be used except wood rimmed type steering wheels.
- 23.7.10 Any shift knob may be used.
- 23.7.11 The air conditioning system may be removed. The heater core and blower fan assembly may be modified or removed.
- 23.7.12 All interior items may be removed except where otherwise noted. The driver's side floor mat must be removed. Both doors may be "guttled." Factory door beams must remain intact or NASCAR style side intrusion door bars must be added.
- 23.7.13 All insulating material may be removed from the interior.
- 23.7.14 Ducting may be added to provide fresh air to the driver/passenger compartment, providing that no modifications of the body structure are made to accommodate this addition.
- 23.7.15 The passenger seat, mounting hardware, and seat belts may be removed.
- 23.7.16 All competing vehicles must have both driver and passenger door windows removed or in the down position at all times while on course. Polycarbonate (Lexan) or acrylic (Plexiglas) windshields or windows are not allowed.