9.1.3. IMPROVED TOURING CATEGORY – The Evil Parallel Universe[1]

This is what the SCCA Improved Touring Category Specifications (ITCS) would look like if the rules-changing process granted all of the members' requests submitted starting at the beginning of the 2008 calendar year. Each change is tagged with a comment indicating the request reference number, assigned by the SCCA Club Racing office. The wording of requests was changed as little as possible, to accurately represent the desires of the members who submitted them. Every submitted proposal for substantive changes to the category rules—not including requests to classify or review the weight specification of specific makes/models of car—has been documented here.

Questions about this project may be directed to Kirk Knestis (kirk.knestis@evaluand.com)

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These specifications are part of the SCCA GCR and all automobiles shall conform with GCR Section 9.

A. PURPOSE

Improved Touring classes are intended to provide the membership with the opportunity to compete in low cost cars with limited modifications, suitable for racing competition. To that end, cars will be models, as offered for sale in the United States. They will be prepared to manufacturer's specifications except for modifications permitted by these rules.

Cars from the previous four (4) model years and the current model year will not be eligible. No car older than a 1968 model of any listed vehicle will be accepted for Improved Touring competition. Turbocharged/Supercharged cars are not eligible for Improved Touring competition. Cars need not be eligible for state license or registration.

B. INTENT

It is the intent of these rules to restrict modifications to those useful and necessary to construct a safe race car. This class is intended to allow a variety of popular, inexpensive cars to be eligible; however, those determined by the Club to be outside of these parameters will not be classified. Entrants shall not be guaranteed the competitiveness of any car, and competition adjustments, other than as outlined in section 9.1.3.C, are not allowed. Other than those specifically allowed by these rules, no component or part normally found on a stock example of a given vehicle may be disabled, altered, or removed ~~for the purpose of obtaining any competitive advantage~~.

Comment [KK1]: 08-004. Proposal 08-014 would have reinstated this clause.

Note: This new statement of purpose and intent eliminates the dual purpose version which does not accurately reflect the current IT technology. In addition, it emphasizes the philosophy that we will give you a place to race your car and have fun, but not guarantee that you will be competitive.

C. SPECIFICATIONS

The SCCA shall publish the Improved Touring Category Specifications (ITCS) containing the officially recognized specifications for each car eligible to compete in the Improved Touring Category during the calendar year.

To maintain the stock basis of Improved Touring, updating and/or backdating of components is only permitted within cars of the same make, model, body type (e.g., sedan, station wagon, convertible, etc.), and engine size as listed on a single Improved Touring Specification Line. Any updated/backdated components shall be substituted as a complete assembly (engine long block, transmission/transaxle, induction system, differential/axle housing). No interchange of parts

[1] Changes include all general ITCS proposals made by members during 2008, not including requests for review of race weights or new listings. Where specific language was proposed, it has been used here. Where this was not the case, language was adapted from submitted proposals.

between assemblies is permitted, and all parts of an assembly shall be as originally produced for that assembly (such parts may, however, be coated, painted or plated). Additionally, it is not permitted to "create" a model or type of car by updating or backdating assemblies. Parts or assemblies which the manufacturer lists in factory service manuals or parts guides for a particular model which supersede or replace original parts or assemblies are permitted. Documentation of the superseding parts or assemblies must be supplied to the Club Racing Department and the appropriate part numbers listed on that particular model's specification line.

Spec Miatas may run in ITA, to allow for crossover without exact consistency between the IT and SM rule sets.

Comment [KK2]: 08-059

Stock replacement parts may be obtained from sources other than the manufacturer provided they are the exact equivalent of the original parts. The intent of this rule is to allow the competitor to obtain replacement parts from standard industry outlets, e.g., auto-parts distributors, rather than from the manufacturer. It is not intended to allow parts that do not meet all dimensional and material specifications of new parts from the manufacturer.

To establish the originality and configuration of the vehicle, each driver/entrant shall have a factory shop manual for the specific make, model, and year of the automobile. This manual shall be presented when so requested at any technical inspection. If the factory shop manual is no longer available from the vehicle manufacturer, an aftermarket shop manual will be accepted with proof of non-availability from the vehicle manufacturer. The proof of legality shall rest upon the protestor and/or protestee.

The Vehicle Identification Number (VIN) shall correspond with the automobile classified, and will determine the model and type for competition purposes. A minimum of two (2) VIN plates and/or stampings is required.

During the initial vehicle classification process, the Club shall assess vehicle performance factors such as—but not limited to—manufacturer's published specifications for engine type, displacement, horsepower, and torque; vehicle weight; brake type and size; suspension design; and aerodynamic efficiency. Based on such factors, a minimum allowable weight shall be established. At the end of the second, third, and fourth years of classification, the vehicle's racing performance relative to other vehicles in its class shall be evaluated. If the Club deems that, in the interest of fostering greater equity within a class, a vehicle should be reclassified to another Improved Touring class, such a reclassification shall be made. Alternatively or additionally, if the Club deems that an upward or downward revision in the minimum allowable weight is warranted, such a "performance compensation adjustment" shall be made. Any performance compensation adjustments made after the second and third years of classification shall be provisional. At the end of a vehicle's fourth year of Improved Touring classification, an assessment of class equity shall be made and the vehicle's minimum weight shall be established.

On rare occasion—and only after careful review of the actual racing performance of a particular make/model/year of vehicle—the Club may reclassify a vehicle, revise a vehicle's minimum allowable weight, and/or in the most extreme situation an intake restrictor may be required. Such an action shall be taken solely for the purpose of restoring equity within the vehicle's class.

D. AUTHORIZED MODIFICATIONS

The following modifications are authorized on all Improved Touring Category cars. Modifications shall not be made unless authorized herein. No permitted component/modification shall additionally perform a prohibited function.

1. Reciprocating Engines (only)

a. Any carburetor jets, needles, and/or metering rods may be used in the stock or approved optional carburetor(s). Alternate needle valves are permitted. Removable jets may be replaced or resized. The number of carburetors may not be changed from standard. No venturi (including secondary or auxiliary) of any carburetor may be modified in any way.

1. Certain cars have optional carburetors listed. On these cars, adaptor(s) may be used to mount the optional carburetor(s), provided the adaptor serves no performance function, i.e., plenum chamber, etc.

2. External throttle linkage to the standard or optional carburetor(s) may be modified or changed. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses may be removed. Method of operating the secondary throttle may not be modified.

3. The original, standard intake manifold shall be maintained. No porting or polishing of the manifold is permitted except as allowed by rule D.1.l.

4. All air entering the intake tract shall pass through the carburetor or fuel injection air inlet. Air intake source shall be within the confines of the engine compartment or stock location.

5. All single carbureted cars may fit an approved optional carburetor. Approved optional carburetors are:

1 Weber 32 DGV/DGAV/DGEV

1 Weber 32/36 DGV/DGAV/DGEV

1 Weber 32/36 DFV/DFAV/DFEV

1Weber 34 DAT/DATR/DATRA/DMTR

1 Holley-Weber 5200

Weber carburetor(s) with swaged fuel inlet fitting shall be replaced by drilling and tapping the carburetor body for a threaded fitting.

Fuel injection manifold(s) shall not be replaced with carburetor manifold(s) from a different model, type, or engine size in order to fit an optional carburetor. All cars equipped with multiple carburetors shall run the original induction system, except for modifications allowed by Sections D.1.a., and D.1.a.2., above.

6. *The engine management computer may be altered or replaced. A throttle position sensor and its wiring may be added or replaced. A MAP sensor and its wiring may be added. Other existing sensors, excluding the stock air metering device, may be substituted for equivalent units.*

7. Wires and connectors in the engine wiring harness may be modified or replaced.

b. Any fuel pump(s)/filter(s) may be used. Pump(s) may be relocated, but shall not be located in the driver/passenger compartment. If a mechanical pump is replaced, a blanking plate may be used to cover the original mounting location. Fuel line(s) may be replaced, relocated, and given additional protection. If the relocated line(s) passes through the driver/ passenger compartment, it/they shall be metal or metal braided, and shall be securely fastened. An external fuel pump pressure regulator may be installed.

8. On fuel injected cars it is permitted to replace the fuel injectors as long as no modification is made to the mounting surfaces or inserts of the cylinder head and the stock fuel rail is retained.

Comment [KK3]: 08-002

c. Air cleaner assemblies may be modified, removed or replaced. Velocity stacks, ram air or cowl induction are not permitted unless fitted as original equipment. Air intake source shall be within the confines of the engine compartment or stock location. Air intake hoses, tubes, pipes, resonators, intake mufflers, housings, etc., located ahead of the carburetor/throttle body may be removed or substituted. On cars so equipped, the air metering/measuring device (i.e. air flow meter, air mass meter, MAF) must be operational and shall not be modified.

d. Exhaust emission control air pumps, associated lines, nozzles, and electrical/mechanical EGR devices may be removed. If such items are not removed, they shall not be modified in any way. If EGR devices/nozzles are removed from a cylinder head or manifold, any holes remaining shall be completely plugged. Water to an intake manifold may be blocked or removed as part of the emission system.

1. If fitted, catalytic converter(s) may be removed.

2. Those vehicles which have emission control devices removed and which are not registered and licensed for street operation may use any gasoline meeting the requirements of GCR Section 9.3.25.A., Fuel.

3. Those vehicles registered and licensed for street use shall use the fuel specified by the workshop/owner's manual.

e. Any ignition system which utilizes the original distributor for spark timing and distribution is permitted. Internal distributor components and distributor cap may be substituted. Crankfire ignition systems are prohibited unless fitted as original equipment. Any spark plugs and ignition wires may be used. Ignition timing is unrestricted. Batteries may be replaced with those of alternate manufacture provided they are of similar amp-hour capacity and weight and are fitted in the standard location. Additional battery hold-down devices may be used, and are strongly recommended. Cars originally equipped with two (2) 6-volt batteries may replace them with one (1) 12-volt battery installed in either of the original battery locations.

f. Cars originally equipped with plastic/phenolic timing gears may substitute metal gears, provided that the design, dimensions, and cam timing remain as stock. Adjustable timing gears are prohibited on all cars unless fitted as stock.

g. Any exhaust header and exhaust system may be used. Exhaust shall exit behind the driver, and shall be directed away from the car body. Original exhaust system heat shields may be removed. A suitable muffler may be necessary to meet sound control requirements.

h. 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. The location of the filter and accumulator are unrestricted, but they shall be securely mounted within the bodywork. All oil lines that pass into or through the driver/passenger compartment shall be metal or metal braided hose. Dry sump systems are prohibited unless fitted as standard equipment. Engine oil and oil additives are unrestricted.

i. Oil catch tanks are permitted. All engine breathers or vapor recirculation lines, if disconnected, shall vent to a catch tank of one (1) quart minimum capacity. Such catch tanks shall not be mounted in the driver/passenger compartment. Original valve cover(s) may be modified to alter or to add breather/filler.

j. Engines may be bored to a maximum of .040 inch over standard bore size. Factory replacement pistons or their equivalent with the exception of diameter shall be used. Cast or forged equivalent pistons shall provide the same dome/dish/valve relief configuration, ring groove width and spacing, pin height relationship, weigh no less than the factory standard bore pistons. Piston rings are unrestricted.

k. Balancing and "blueprinting" of the engine assembly are permitted. Lightening of parts beyond the minimum material removal necessary to balance is prohibited.

l. 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(s). Carburetor mounting surface(s) shall not be modified, and external dimensions of the cylinder head or intake manifold may not be reduced to facilitate internal porting. Two piece manifolds are not intended to be port matched at their intermediate point.

Valve guide material is unrestricted.

Where a factory specification for original cylinder head thickness can be proven, a tolerance of .025 inch less than the service limit will be permitted. Under no circumstances may the compression ratio be increased by more than one-half (.5) point. An offset key may be used to return cam timing to the factory specifications. On engines with dual overhead camshafts, this key shall be installed on the crankshaft only.

m. Any clutch disc and pressure plate of stock diameter may be used, provided that they shall be 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. The addition of an external scattershield per GCR 9.3.39., is permitted and recommended.

n. Alternate water pump, alternator, power steering, and crankshaft pulleys of any diameter or material may be used. Type of accessory drive (e.g., V-belt, toothed belt, etc.) shall remain as stock.

o. Hardware items (nuts, bolts, etc.) may be replaced with similar items performing the same fastening function(s). Cylinder head gasket(s) may be replaced with any gasket(s) having the same compressed thickness as stock. Other engine gaskets are unrestricted. Engine drive belts may be replaced with others of equivalent OEM specifications.

p. All engine components not otherwise listed in these rules shall meet factory specifications for stock parts. Where factory specifications are absent or unclear, e.g., cylinder head thickness and/or combustion chamber depth, etc., the Club may establish an acceptable dimension and/or allowable tolerance from stock. Engine compartment cosmetic trim pieces may be removed, as may washer bottles and all the other stuff in the engine compartment that is not needed to race.

Comment [KK4]: 08-040, 08-046

q. 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.

r. One (1) engine stayrod may be added.

s. The engine management computer or ECU may be altered provided that all modifications are done within the original housing.

2. Rotary engines (only)

a. Any porting or polishing is prohibited.

b. Rules D.1.a.-k., and D.1.m.-s., also apply.

c. Crankshaft pulley is unrestricted.

d. Alternate rotor seals and springs are permitted.

3. Engine Cooling System

a. 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. Radiator shrouds may be modified.

Comment [KK5]: 08-065

b. 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.

c. Cooling fans may be removed or replaced. Electrically operated fans with manual or automatic actuation may be fitted.

d. Thermostats may be modified, removed, or replaced with blanking sleeves or restrictors.

e. Air conditioning systems may be removed in whole or in part.

f. Screens of one-fourth (1/4) inch minimum mesh may be mounted in front of the radiator and/or oil cooler(s) and contained within the bodywork.

g. Engine coolant fluid, coolant/heater hoses and clamps may be substituted. Heater hoses may be plugged. Heater water control valve(s) may be added or substituted. Heater core and hoses shall not be removed. Heater cores are optional: They may be removed but if they are not, they must remain operational.

Comment [KK6]: 08-046

4. Transmission/Final Drive

a. Any final drive ratio is permitted provided it fits the stock differential/transaxle housing without modification to the housing. A finned differential cover is allowed, and stock differential covers may be modified or replaced to facilitate the use of a cooler.

Comment [KK7]: 08-066

b. Any limited-slip or locked differential is permitted.

c. No alteration to the stock transmission gear ratios for the make, model, type and engine size of automobile is allowed.

d. Hardware items (nuts, bolts, etc.) may be replaced by similar items performing the same fastening function(s).

e. Shift lever may be bent above tunnel or floor.

f. Traction control, if available, must be disabled by disconnecting or removing *a minimum of three* wheel speed sensors.

5. Chassis

a. Ride Height

1. Minimum ride height is five (5) inches, to be measured without driver at the lowest point of the rocker panel, but not to include welded seams or fasteners.

b. Springs and Shock Absorbers

1. Shock absorbers may be replaced provided they attach to the original mounting points. The number and type (e.g., tube, lever, etc.) of shock absorbers shall be the same as stock. The interchange of gas and hydraulic shock absorbers is permitted. Remote reservoir shock absorbers are permitted, ~~except on cars originally equipped with external or remote reservoir dampers~~. External adjustments of shock control shall be limited to two (2). No shock absorber may be capable of adjustment while the car is in motion.

Comment [KK8]: 08-026

Comment [KK9]: 08-015

2. MacPherson strut equipped cars may substitute struts, and /or may use alternate inserts. Spring seat ride height location may be altered from stock. Remote reservoir struts and/or inserts are prohibited.

3. Springs of any origin 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. The joining of two or more coil springs by any means is prohibited. The use of tender springs are permitted. Shackles or spacers may be used to adjust leaf spring ride height. Spacers, including threaded units with adjustable spring seats, may be used with coil springs. Coil over threaded body shock/struts are permitted.

4. Spacers or lowering blocks may be used between leaf springs and the point(s) of attachment to the axle housing.

c. Suspension Control

1. Any anti-roll bar(s), traction bar(s), panhard rod or watts linkage may be added, substituted, or removed provided its/their installation serves no other purpose. The mounts for these devices may be welded or bolted to the structure of the vehicle. No suspension control mount or component shall be located in the trunk or driver/passenger compartment unless installed by the manufacturer as original equipment. Traction bars used to control axle rotation shall be one piece solid bar or tube. Heim rod ends may be fitted.

Comment [KK10]: 08-002

2. On those cars where an anti-roll bar also acts as a suspension locating device, the diameter of the bar may be changed. Bar attachment and pivot points on the chassis and control arms shall remain as stock, except as provided for in these Rules, Sections D.5.d.1., and 3.

3. Manual or power steering may be used. Power steering racks may be converted to manual by removing all power steering components.

Comment [KK11]: 08-035

d. Suspension Mounting Points

1. Cars equipped with MacPherson strut suspension may decamber wheels by the use of eccentric bushings at control arm pivot points, by the use of eccentric bushings at the strut-to-bearing-carrier joint, and/or by use of slotted adjusting plates at the top mounting point. If slotted plates are used, they shall be located on existing chassis structure and may not serve as a reinforcement for that structure. Material may be added or removed from the top of the strut tower to facilitate installation of adjuster plate.

2. On other forms of suspension, camber adjustment may be achieved by the use of shims and/or eccentric bushings. Adjustable upper A-arms and adjustable length rear upper arms are also allowed.

Comment [KK12]: 08+045

3. All forms of suspension may adjust caster by means of shims or eccentric bushings. Additionally, MacPherson strut-equipped cars may adjust caster at the upper strut mounting point/plate.

4. Independent rear suspension mounting holes may be slotted and reinforced for purposes of camber and/or toe adjustment. Material may be removed from the top of the strut tower to facilitate installation of adjuster plate.

5. Cars may add one (1) front stayrod, located in one of the following areas:

A. Between lower suspensions mounting points.

B. Between the upper strut towers on Mac-Pherson strut equipped cars.

C. Between upper front shock absorber mounts on cars with other forms of suspension.

6. Bushing material, including that used to mount a suspension subframe to the chassis, is unrestricted. This includes the use of spherical bearings, so long as no suspension component is modified to facilitate their installation. Retention of spherical bearings by use of tack welds is allowed, as long as the welds serve no other purpose.

7. Rubber bump stops may be removed, *modified, or replaced*, but their chassis mounts, brackets, etc., may not be altered in any way.

8. No other relocation or reinforcement of any suspension component or mounting point is permitted.

9. Hardware items (nuts, bolts, etc.) may be replaced by similar items performing the same fastening function(s).

6. Brakes

a. Brake pads, brake linings, and brake fluid are unrestricted.

b. Backing plates and dirt shields may be ventilated or removed. Air ducts may be fitted to the brakes, provided that they extend in a forward direction only, and that no changes are made in the body/structure for their use. Brake rotors and drums shall not be modified other than for truing within manufacturer's specifications.

c. Brake lines may be replaced with steel lines or Teflon-lined metal braided hose. Lines/hoses may be relocated and may be given additional protection. Brake fittings, adaptors, and connectors are unrestricted. Brake system circuitry may be revised, but no modification or substitution of the original master cylinder, its location, or mounting is permitted. Cars with antilock braking systems must disabled *a minimum of three wheel speed sensors.* Components that perform no other function than to assist in the activation of the ABS portion of the brake system may be removed.

d. Brake proportioning valves may be used provided that they are of the in-line, pressure limiting type.

e. Parking brakes, mechanisms, and actuating components may be removed.

7. Wheels/Tires

a. Any wheel/tire may be used within the following limitations:

1. Cars originally equipped with twelve (12) inch wheels may fit thirteen (13) inch wheels. Cars originally equipped with metric 365 wheels may fit fourteen (14) inch wheels, and cars originally equipped with metric 390 wheels may fit fifteen (15) inch wheels. The above-mentioned cars as well as those cars originally equipped with thirteen (13) inch or fourteen (14) inch wheels may fit up to a fifteen (15) inch wheel. Cars may not fit wheel diameters smaller than those listed on their spec line. All other cars shall retain the wheel diameter fitted as original equipment for their make, model, and type. Knockoff/quickchange type wheels are prohibited. Wheels must be made of metal. Cars classified in ITR may utilize any wheel diameter up to 17" or retain their stock diameter wheels if larger.

2. Any DOT-approved tire is permitted. Racing, recapped, or regrooved tires are not allowed. Tire size is unrestricted. The only modifications allowed to tires are having treads "shaved" or "trued."

3. Track may be changed to accommodate larger tires, provided that there is safe tire/fender/chassis clearance under all conditions of steer, bump, and rebound. Wheel spacers are permitted.

4. Tire tread (that portion of the tire that contacts the ground under static conditions) shall not protrude beyond the fender opening when viewed from the top perpendicular to the ground. To determine compliance, the vehicle should be rolled through a powdered substance, as raced with driver, in order to indicate the tire tread contact patch under static conditions.

5. Any wheel stud, bolt, and or nut is permitted. Wheel bolt/lug pattern may be changed to accommodate more widely available wheels through the use of pattern altering spacers, adaptors and or re-drill of hubs.

Comment [KK13]: 08-030

6. Maximum allowable rim widths: ITR - 8.5 inches, all other classes - seven (7) inches; ~~classes ITB and ITC - six (6) inches.~~

Comment [KK14]: 08-033

8. Body/Structure

a. Fenders and wheel openings shall remain unmodified. It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance. Cars with plastic/composite fenders may remove any interior wheel opening lip, but the resulting material edge shall be no thinner than the basic fender material thickness. Non-metallic inner fender liners may be removed.

b. A front spoiler/air dam is permitted. It shall not protrude beyond the overall outline of the body when viewed from above perpendicular to the ground, or aft of the forward most part of the front fender opening. This body outline does not include bumpers or bumper mounts. The spoiler/air dam shall be mounted to the body, and may extend no higher than four (4) inches above the horizontal centerline of the front wheel hubs. It shall not cover the normal grille opening(s) at the front of the car. Openings are permitted for the purposes of ducting air to the brakes, cooler, and radiator. Dealer installed or limited production front/rear spoilers/air dams/wings are prohibited. The spoiler shall have no support or reinforcement extending aft of the forward most part of the front fender wheel opening.

NOTE: Integrated bumper assemblies are defined as those designs where an external non-metallic bumper cover completely encloses the primary energy-absorbing bumper and where this cover could be installed in its normal position with the underlying bumper removed. On cars with integrated bumpers, the front spoiler or airdam may be attached to the bumper cover.

Where an air dam/spoiler is used, two total openings may be cut in the front valance to allow the passage of up to a three (3) inch diameter duct leading to each front brake/rotor assembly.

Where no air dam/spoiler is used, two total openings of a maximum size five (5) inches by seven (7) inches maybe cut in the front valance so that brake ducts can be added with a three (3) inch diameter hose leading to each front brake/rotor assembly.

c. No part of the car, except for the exhaust system and suspension components, shall be lower than the lowest part of the wheel rims.

d. Windshield clips and rear window straps per the GCR Section 9.3.52. are permitted and recommended.

e. Hood and trunk pins, clips, or positive action external latches are permitted. Stock hood and trunk latches may be disabled or removed; if so, some positive action external fastening method shall be used. Engine compartment insulation may be removed.

f. Convertible tops and attaching hardware shall be completely removed. Note: Convertible model cars are permitted if they were only available as convertibles (e.g. MG Midget), or if the convertible model is specifically allowed on the vehicle spec line. *Convertible models may compete with their respective OEM hardtop. All latches shall be replaced with positive fasteners.* Manual and electric sunroofs, original or aftermarket, where the panel is not normally removable shall be retained and run in the closed position. Components (motors, cables, rails) may be removed provided the panel is securely retained. Removable sunroof or T-top may be retained if bolted or welded in, or removed completely. Glass sunroofs must be removed. All sunroofs may be replaced with panel or replacement skin of the same material as the original surrounding roof material.

g. Any paint scheme and markings meeting GCR specifications are permitted.

h. All chassis/structural/electrical repair, if performed, shall be in concurrence with factory procedures, specifications, and dimensions. Unless specifically authorized by the manufacturer for repair or allowed by these rules, no reinforcement, i.e., seam welding, material addition, etc., is permitted.

i. Body repair shall be performed using every reasonable effort to maintain stock body contours, lips, etc. Any body repair modification having as its purpose increased clearance is prohibited. In those circumstances where stock trim/molding pieces are unavailable through all normal replacement channels, proof of such unavailability shall be provided by the competitor.

j. Radio antennas may be removed. Antennas for two-way radio may be added.

k. Body side moldings, rocker panel moldings and wheel opening trim pieces (not stock flares) may be removed. Resulting holes may be filled.

j. Glass headlights must be replaced with .055 Aluminum in the original configuration i.e., so that they look stock; same with marker lights and turn signals.

Comment [KK15]: 08-046

9. Driver/Passenger Compartment - Trunk

a. The driver's seat (only) shall be replaced with a one-piece bucket-type race seat. Factory seat tracks/brackets may be modified, reinforced, and/or removed to facilitate replacement mountings provided they perform no other function. All other seats may be removed.

b. Any steering wheel except wood rimmed types may be used. Any shift knob may be used.

c. Gauges, instruments, and switches may be added, replaced, or removed. They may be installed in the original instrument(s) location using a mounting plate(s), or any other location using a secure method of attachment. Other than modifications made to mount instruments and provide for roll cage installation, the remainder of the dash "board" or panel shall remain intact.

Comment [KK16]: 08-036

d. Any interior or exterior mirrors may be used.

e. Front passenger seat, rear seat back, rear seat bottom cushion(s), sun visors, seat belts and their attaching hardware and bracketry may be removed. In any automobile where allowed removal of rear seats, upholstery, etc., creates an opening between the driver/passenger compartment and an exposed gas tank, fuel cell, or part thereof, a metal bulkhead which completely fills such opening shall be installed (See GCR 9.3.26.1.)

f. Carpets, center consoles, floor mats, headliners, sun roof liner and frame, dome lights, grab handles, and their insulating, attaching or operating mechanisms may be removed. Door interior trim panels may be replaced with 0.060" aluminum securely attached to the door. All other interior trim panels, except the dashboard, may be removed. Passenger side front door glass may be removed. Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations or gutting are permitted.

Comment [KK17]: 08-069

g. Any removable covers used to cover spare tires, tools, bins, etc., may be removed along with attaching hardware and bracketry. Carpets, mats, and their insulating or attaching materials may be removed from the floor and recesses of the cargo/ trunk/spare tire area.

h. Dead pedal/foot rest and heel stop may be added.

i. Ducting may be added to provide fresh air to the driver/passenger compartment. This ducting shall be located in the driver and/or passenger window area, with no modifications to the bodywork. If the stock form of the vehicle contains quarter or vent windows that are independent of the "roll down" door window, then the quarter or vent window area may utilize a transparent/alternate vent window material and duct with no modifications to the body work.

Comment [KK18]: 08-028

j. Audio systems may be removed in their entirety. Two-way radios are permitted.

k. Modifications may be made to the foot pedals to improve the comfort of and control accessibility to the driver.

l. Ballast may be used. All ballast shall be located in the front passenger footwell/seating area, aft of the firewall and any footwell angle, and forward of the aft-edge of the forward-most passenger door opening, unless otherwise specified on the vehicle's spec line. OEM front passenger seat location.

1. It shall be in segments no heavier than fifty (50) pounds, and shall be capable of being removed to be weighed apart from the car.

2. Each segment shall be fastened with a minimum of two (2) one-half (1/2) inch bolts and positive lock nuts of SAE Grade 5 or better, and shall utilize large-diameter, load-distributing washers.

3. Holes may be drilled in the front passenger footwell/seating area floorpan for purposes of mounting the ballast (only), and said floorpan may be reinforced as required for the same purpose.

m. The following may be removed in their entirety – anti-theft/security/vehicle immobilization systems; power door locking systems; cruise control systems; windshield wiper rain sensor systems; electronic stability control systems; electronic differential locking systems; anti-slip regulation systems; hood, rear hatch; trunk gas spring supports; steering column switch assemblies.

Comment [KK19]: 08-034

10. Safety

a. Steering lock mechanism shall be removed or disabled.

Comment [KK20]: 08-011

b. The stock fuel tank may be replaced with a fuel cell. The fuel cell shall be located within twelve (12) inches of the original fuel tank location. Additional reinforcement may be added to support the fuel cell, but such reinforcement shall not attach to the roll cage. Floor pan may be modified for installation. See GCR Section 9.3.26., for requirements.

c. Spare wheels and tires may be removed or replaced with 25 pounds of ballast.

Comment [KK21]: 08-005

d. Air bag systems shall be disarmed and may be removed.

e. If so equipped, the rolling door lock mechanism may be deactivated by unplugging the components.

E. MEASUREMENT STANDARDS

Measurement standards shall be as specified in Appendix C. with the following exceptions:
Wheelbase has a tolerance of + 2”/- 1”.

** NOT official SCCA rules ** NOT official SCCA rules ** NOT official SCCA rules **