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## **Touring Car Championship Rules**

**Professional Series for Late Model Sports Coupes and Sedans**

**Rules and regulations covering the following series:**

United States Touring Car Championship (USTCC)

### **1. INTRODUCTION**

The following rules are not guidelines for this class but an actual listing of allowed and required modifications. These rules and addendums (if any) specify the only modifications allowed. If not specifically allowed, any modifications shall be prohibited. Occasionally, rules may be generically specified which are not legal for some cars. Refer to Vehicle Spec Sheets (VSS) for restrictions or additional allowances. Some equipment may be required to support the sponsors that have contributed to the year end points fund.

### **2. INTENT**

The US Touring Car Championship (USTCC) is a national champion points series utilizing tracks around North America. The intent of the USTCC series is to provide a professional venue for drivers and manufacturers alike to test their skills and products in high exposure competitions. The series is designed to keep costs in control by allowing only limited drive train modifications. Additionally, the series allows heavy suspension modifications that will provide fast vehicles for the fans, and a way for teams to compete in close competition involving design improvements.

### **3. ELIGIBLE MODELS**

Vehicles listed in Appendix A are eligible to compete in the USTCC. Other makes and models may be eligible

to compete provided that the series has approved them in writing before the competition.

Competitiveness of a model is not guaranteed, although the series may make adjustments as necessary. Minimum weights (with driver) have been adjusted to account for any potential performance aspect of the car. The starting minimum weight is calculated using manufacturer published horsepower and torque. The formula is:  $(HP + Torque / 2) * 13.5$  lbs. All calculated weights are rounded to the nearest 10 lbs.

#### **4. MODIFICATION RULES - GENERAL**

Other than those items specifically allowed by the rules, no other part or component may be modified, removed, or disabled. If there are any “questionable” or “gray” area modifications, the competitor should contact the series office for clarification before competition.

##### **4.1 Replacement Parts**

All vehicles, engines, and OEM parts must have been offered for sale in the United States by the manufacturer. Unless otherwise specified by these rules, replacement parts must be OEM or others matching the OEM configuration. Non-US spec engines (i.e. JDM) may be allowed as replacements provided that written permission from the series office is obtained prior to competition.

##### **4.2 Repairs (other than body panels)**

Any part of the car may be repaired provided that the repair is done so that the part or structure is restored to the factory specifications. Any “repair” that serves more than the intended purpose may be deemed illegal.

#### **5. SAFETY**

##### **5.1. Safety Requirements**

All vehicles and drivers must conform to NASA's *Club Codes and Regulations* (CCR). Where different, the information in this publication supersedes all other

publications for the current year. If the USTCC competes under another sanctioning body, those rules may supersede the NASA requirements.

## **5.2. Roll Cages**

All cage requirements found in the CCR must be met except for the following: 1) Any number of mounting points may be used. 2) Any number of tubes may be used, even for chassis stiffening. 3) Tubes may be welded at any contact point, or be "seam welded." 4) Two (2) forward cage braces per side (total of four) may pass through the firewall and connect at no more than two points in the engine compartment (i.e. strut tower or frame). Note: Substandard tubing, welding, design, and/or installation of tubes that could present a hazard to the driver, should the tube(s) in question break loose and impale or crush the driver is prohibited.

Side door bars may extend to the outer sheet metal (i.e. NASCAR style) per the CCR. If this door bar design is used, the factory side-impact beams may be modified or removed.

## **5.3. Class Safety**

The Chief Scrutineer may exclude any car for any item that is deemed to be unsafe. The Event Director may exclude any car for any illegal or unsafe modifications.

## **5.4. Steering wheel lock**

The steering wheel locks must be removed.

## **5.5. Drive shaft loops**

All rear drive vehicles must use drive shaft loops to hold the drive shaft in case of a front U joint failure.

## **5.6. Sunroofs/moonroofs**

Moon roofs (glass) must be removed and replaced with a sheet metal piece securely covering the opening. A metal sunroof may be retained, providing that it is secured with fasteners or clips from either the inside or

outside. Removal of sunroofs and moonroofs, and their associated hardware is permitted.

#### **5.7. Air bags**

Air bags must be disabled.

#### **5.8. Passenger Safety**

Since promotion through dealerships, manufacturers, sponsors, etc. is a necessary part of the USTCC, it is recommended that all vehicles have a passenger seat and seat belts available to install in a minimal amount of time to carry passengers safely. OEM equipment is permitted, but safety equipment similar to the driver's is recommended. Grab handles must be provided for the passenger. Passengers will be allowed only during certain non-competition sessions, for promotional purposes only.

### **6. RULES/PROCEDURES**

#### **6.1. Non-compliance/Cheating**

Cheating and non-compliance will not be welcome and will be subject to harsh penalties. Typical penalties are, but no limited to, the following: At first offense, there will be a one-race disqualification. At second offense, there will be a two-race disqualification for the previous two races. At third offense, there will be a loss of all season points, plus a one-race suspension. The fourth offense will result in permanent ejection from the series including a loss of all points and prizes.

After the third offense, the driver will be placed on probation for two years. While on probation, the driver's prizes will be withheld until the end of each season. If a driver completes a two-year probation period successfully, he/she will be reinstated. In addition, loss of all season points shall be accompanied by a mandatory order to return all prizes, prize money, and trophies.

#### **6.2. Non conforming equipment**

Any equipment that does not conform to the rules must have prior approval. For consideration, approval must be made, in writing, 30 days prior to date of competition. It is the intention of the class not to allow any modifications that would increase the cost of competition. Any illegal, or illegally modified, part(s) will become the property of the series.

### **6.3. Shop Manual**

Each competitor is required to have in their possession a factory shop manual for their entered vehicle. Any competitor that is using an approved engine/transmission swap must have a factory shop manual for both the vehicle model as raced, and a manual for the “donor” vehicle. The manual may be in electronic form (i.e. on CD-Rom), but the competitor is responsible for providing a means of reading such media.

### **6.4. Performance Monitoring**

The series reserves the right to install performance monitoring equipment at any time for the purposes of equalizing the competition. Competitors wishing to install data acquisition systems of their own are highly recommended to use the MaxQ system to facilitate this process. Forced induction vehicles must have an approved tell tale boost gauge installed per an approved method.

### **6.5. Points/Teammates**

6.5.1. A bonus 5 season points will be awarded to the driver that earns the pole position at each main race. A driver submitting a usable MiniDV tape(s) from the race will earn a maximum of 5 bonus points for that weekend. Only 5 points per weekend will be granted regardless of number of races and number of tapes.

6.5.2 Every driver may elect to have a teammate. One can declare a teammate at any point in the season. That teammate may not have run on any other team and will not be able to run in a different team later in the

year. Once a teammate is selected, one must keep him/her for the entire season. A teammate must be declared to the Race Director or Coordinator before the first session of the weekend. Either driver may practice or qualify or race the car, however both drivers must be registered for that event. Once the team is declared the two drivers shall have their points tallied together. If both teammates are driving in the same race, only the lowest finishing position shall earn points and prizes unless the Race Director has granted an exception.

6.5.3 Fun Runs – Any competitor who is competing as a “fun run” shall not be eligible for points, contingencies or other prizes.

6.5.4 Any of the USTCC events held during the season may be run, however only 7 events will count for points. The driver/team must declare in advance of the event weekend if they will or will not be running for points. By declaring that they are not running for points on a particular weekend, that driver shall be listed as a “fun-run” in the results.

6.5.5 Any driver/team taking the green flag of the East/West Challenge event shall earn double points.

6.5.6 Finishing Points will be the following if there are less than 10 cars taking the green flag:

- 1<sup>st</sup> – 80
- 2<sup>nd</sup> – 75
- 3<sup>rd</sup> – 70
- 4<sup>th</sup> – 69
- 5<sup>th</sup> – 68
- 6<sup>th</sup> – 67
- 7<sup>th</sup> – 66
- 8<sup>th</sup> – 65
- 9<sup>th</sup> – 64

Finishing Points will be the following if there are less than 5 cars taking the green flag:



1<sup>st</sup> – 60  
2<sup>nd</sup> – 50  
3<sup>rd</sup> – 45  
4<sup>th</sup> – 44  
5<sup>th</sup> – 43

6.5.7 Rookie Points. A driver must apply to run for the rookie points if they desire to participate in the Rookie Points Championship. Any competitor who has competed in more than 4 UST events is not eligible to apply. Typically, only competitors who have less than 2 years of racing experience will be considered.

## **6.6. Entry procedures**

There will be a one time \$250 series entry fee at the driver's first event. This pays for stickers, car numbers, registration, mailings, etc. Unless otherwise stated, the entry fee for all races is \$750. All entry forms must be received at least 10 days prior to each race to avoid a \$50 late fee. A bounced check charge of \$100 will be applied for any checks returned for insufficient funds.

## **7. MODIFICATIONS**

### **7.1. Allowed components**

Limited production components and/or prototypes are not allowed unless specifically allowed by these rules.

### **7.2. Appearance requirements**

7.2.1. All vehicles must have the required number panels on the front edge of the doors, provided by the series, and 4 inch tall numbers on the front of the car and on 4 inch tall numbers on the rear of the vehicle. If the series cannot supply the competitor with a number panel, numbers meeting the CCR must be used on the sides.

7.2.2. All decals required by the organizers, sanctioning body and sponsors must be displayed in their appropriate positions. No decals from any company, organization, or manufacturer may be displayed that

conflicts with any series sponsors. Vehicles must appear at the event with virtually no visible body damage or primer. Vehicles may be painted any color or combination thereof. No tinted windows allowed other than factory OEM tints. Clear film may be used for the purpose of retaining broken glass in the event of an impact.

7.2.3. Note: This section is not a rule, but a statement of intent. None of this section should be used in rulings of legality. USTCC vehicles must look like professional race vehicles. They should be loud, good looking, be low to the ground, and have lots of aerodynamic aids (within the rules). The vehicles must be painted attractively, preferably with attractive colors inside and out. The goal is to make the vehicles attractive to the spectators and sponsors.

7.2.4. All vehicles must display the manufacturer's name on each side of the car.

### **7.3. Body**

7.3.1. Fender lips can be modified for tire clearance. Plastic interior wheel opening panels may be removed.

7.3.2. A front spoiler (air dam) may be added or replaced. It shall not cover the grill opening. Making openings through the body below the bumper and/or through the air dam is permitted for the purposes of ducting air to the brakes, radiator, cooler, etc. There is no minimum clearance for the front spoiler. Ducting for the purposes of cooling is unrestricted providing that it does not violate any applicable rules. A flat splitter plate may be installed provided it protrudes no further forward than 4 inches past the front bumper when viewed from the top. In addition, the plate may not extend rearward past the centerline of the front tires. The plate, spoiler, or attachments may not be wider than the body of the vehicle.

7.3.3. Windshield clips are allowed and recommended.

7.3.4. Hood and trunk pins may be fitted. Stock hood latches and/or hinges may be replaced with clips. The car must be run with hood, doors, and trunk completely closed and securely latched.

7.3.5. All chassis and structure repair must be done as close as possible to the factory specifications AND match the original configuration. Body repairs must maintain stock contours.

7.3.6. The stock engine undertray may be removed.

7.3.7. A rear spoiler/wing may be installed provided it is not wider than the width of the car. Side skirts are allowed.

7.3.8. Undercoating may be removed.

7.3.9. All window glass (except the front windshield) may be replaced with Lexan. The driver and passenger side windows (front) may be removed, along with the associated tracks and control hardware. A maximum of six vents total, no larger than 2.5" in diameter may be located in the above mentioned Lexan replacements.

7.3.10. The hood and trunk lids' inside reinforcements may be removed.

7.3.11. The passenger door and the rear doors (if equipped) may have internals removed. No sharp edges may be left behind as a result.

7.3.12. Body panels may be replaced with alternate materials provided they meet the stock appearance of the replaced body panel. To use this rule, teams must get permission from the office before competition takes place.

#### **7.4. Interior**

7.4.1. Seats may be replaced with any other seats (no plastic construction).

7.4.2. Any steering wheel may be used other than wooden units.

7.4.3. Any shift knob may be used.

7.4.4. Gauges may be replaced or added. The dashboard pad must remain intact.

7.4.5. Any interior or exterior mirrors may be used.

7.4.6. Other than the dash pad, the remaining trim pieces in the interior may be removed including the rear and passenger seat. No sheet metal shall be removed or deformed unless specified in the CCR, these rules, and any addendums. The dash pad may be replaced with a "stock appearing replacement part." All holes resulting from removing the dash components (i.e.

heater controls) must be covered by panel made of sheet metal, carbon fiber, or other similar material in good appearance. This includes holes left in the door as a result of removing door panels. All such gutting must be done with keeping a nice appearance in mind (i.e. no tape covering the hole in the dash).

7.4.7. All factory exterior lights must work as originally intended, and be operable by the driver while properly belted into the driver's seat.

7.4.8. Electric window mechanisms may be changed to a factory manual mechanism provided that year, make, and model could be obtained with a manual system.

7.4.9. The gas, brake, and/or clutch pedals may be modified for comfort or added control. Heel stops and dead pedals may be added or modified.

7.4.10. Electrical switches may be added, modified, or removed, providing that they remain in the stock location or within driver's reach when operating the vehicle on track.

### **7.5. Ballast**

Ballast is allowed anywhere in the car. Ballast must be securely fastened per the NASA CCR

### **7.6. Wheel studs**

Wheel studs and lug nuts are unrestricted, but must be made of steel. They may not be smaller than the stock diameter. Studs shall not protrude beyond the plane of the wheel thereby creating a hazard.

### **7.7. Alternators**

The alternator must be working and will be tested and must be charging according to the manufacturer's specifications. Any type of a cut out switch for the alternator is prohibited, other than the main master switch. Any modifications, or additions made to the electrical system that causes the alternator to function improperly are illegal. Additionally, alternators may be impounded for load testing, and are required to pass. Alternators can go bad from time to time, so it is the competitor's responsibility to ensure that their alternator

will be working properly while on track, as well as in impound.

### **7.8. Update / Backdate**

Vehicles may update / backdate components. Updating or backdating of components is only permitted within vehicles in each line as listed in Appendix A. Unless specifically and exactly permitted by this list, any other updating/backdating is prohibited. For example, if you owned an Acura Integra GS which is listed on line #1 of Appendix A, you would not be able to use parts from an Integra GS-R (listed on line #3 even though the first two letters (GS) are the same. Limited edition, prototype, and / or special editions not listed in Appendix A are not be eligible for updating / backdating. Even certain trim levels may contain parts that would not be legal. For example, a California Special Cavalier may be a trim level package, but contains a potential performance part. If updated / backdated, each component must be changed in its entirety as an assembly (i.e. engine, transmission). If your trim level is not listed call the series office.

### **7.9. Weight**

All vehicles must meet the minimum weight requirements as per that particular vehicle's spec sheet. Appendix A. All weight measurements will be made with driver and as raced or qualified. Vehicles must meet this weight at all times during qualifying and races. The published minimum weight may be changed to keep the competition fair between models.

Any changes from OEM (i.e. upgraded disc size, alternate engine, etc) that affect minimum weight must be declared to the series Tech Steward so that a notation may be made in that particular vehicle's spec sheet..

### **7.10. Engine**

7.10.1. The engines used in the NASA USTCC series vehicles must have been available for sale in that body style, year, make, and model by that manufacturer, in

the United States. Certain exceptions to the engine / transmission / body combination rule may be allowed, provided written permission is received from the series office before any competition takes place using the requested engine / transmission swap. A list of pre-approved engine swaps is listed in Appendix A.

7.10.2. No internal engine modifications of any kind are allowed, unless specified by these rules or that vehicle's spec sheet.

7.10.3. No porting or polishing, port matching, or machining of the manifolds of any kind is allowed, unless specified by these rules or that vehicle's spec sheet. No internal paint or coatings as per the CCR.

7.10.4. Engine rebuilding is allowed, however all parts must remain as stock, excluding the piston diameter, rod and crank bearing thickness, and the respective bearing journals. For rebuilding purposes, all crank bearing surfaces may be machined to 0.020 inches undersize, and the appropriate OEM (or exact equivalent) bearings must be used.

7.10.5. Engines may be bored to the first oversize piston diameter as documented by the manufacturer (per the shop manual). No head or block shaving (resurfacing) is allowed outside of the factory service limits.

7.10.6. Rubber engine mounts may be replaced with any other material.

### **7.11. Belt Pulleys**

Aftermarket pulleys of any material and/or diameter may be used for engine accessories such as power steering, water pump, a/c, alternator, crankshaft, etc. This rule does not apply to any pulleys affecting engine internals such as cam timing sprockets.

### **7.12. Balancing/Lightening**

Balancing is not allowed (except for the drive shaft(s), flywheel/clutch/pressure plate, and wheels). Any lightening of parts is prohibited.

### **7.13. Lubrication**

Oil pans, windage trays, oil lines, and filters are unrestricted. A pressure accumulator such as an Accusump may be used. Any lines that pass through the passenger compartment must be metal or metal braided. All lines must be securely fastened and safely routed. No dry sump systems may be used unless OEM. Any engine oil components must be separated from the driver by a non-flammable bulkhead (Accusumps and Gauges are exempt).

### **7.14. Catch Tanks**

All engine breathers and coolant overflow lines must vent to a catch tank of at least one-liter capacity.

### **7.15. Induction**

7.15.1 The stock induction system must be used with no modifications, except as provided by these rules.

7.15.2 The mass air flow sensor may not be altered.

7.15.3 The throttle body may be modified or replaced with any other throttle body provided that: 1) Its basic method of operation and functioning remains the same. 2) The new or modified throttle body must not serve any other purpose than that of its original intent. 3) It contains no additional parts (of function) over the original part for the engine being used, whether the part in question is being utilized or not. For example, if the replacement unit has a bracket that the original didn't have, that would be allowed. The bracket is basically a "non functional" item, because it does not affect the functional properties of the throttle body. For another example, the new unit contains some type of variable venturi that was not included in the original. This venturi could affect the functional properties of the throttle body, and therefore would be ruled illegal, even

if it were rendered useless. Removal of the offending part is an acceptable option. 4) No type of system that cools the air passing through the throttle body may be used, unless it is identical to the OEM system (if equipped) and its fluid type, fluid path, and overall function is identical to that of the original. Alternatively, the system may be removed and/or permanently sealed off with welds, block off plates, etc.

7.15.4 The intake manifold may be port matched to the mating surface of the throttle body opening. No intake manifold material may be modified or removed from any area measuring a distance greater than 1.0 inch from the throttle body housing. This specification has an allowed tolerance of one-eighth inch (0.125 inches).

#### **7.16. Fuel**

Only 100% petroleum based pump gas or race gas such as 76 Racing Gas is allowed. No other fuel additives are allowed.

#### **7.17. Fuel system**

Fuel pumps, fuel delivery rails, fuel pressure regulators, filters, and lines and hoses are unrestricted except the maximum I.D. of fuel lines/hoses is 3/8 inch. Any fuel lines that pass through the interior must be metal or metal braided. Fuel pumps may not be mounted inside the passenger compartment. All lines must be securely fastened and safely routed. Fuel injectors must be stock factory units. The flow rate for those injectors may be increased over stock specifications (for the currently installed engine) by a maximum of 33%.

#### **7.18. Electronics**

Engine management computers may be modified in any way, provided that only the original (or "update/backdate rule" compliant), or OEM equivalent, parts are used, including circuitry, circuit board, IC chips, resistors, transistors, etc. All stock removable EPROM chips may be reprogrammed or replaced with an aftermarket chip. Sensor values being fed to the OEM computer may be altered by external means.

Electronically controlled traction control devices are prohibited and must be disabled by removing components and/or sensors that will absolutely defeat the system under any condition. Electronic stability programs (ESP) are prohibited and must be disabled by removing components and/or sensors that will absolutely defeat the system under any condition.

#### **7.19. Smog equipment**

All smog equipment may be removed including the catalytic converter(s). Any equipment not removed must either be disabled or left to function as originally intended by the manufacturer. All disconnected ports and holes must be plugged.

#### **7.20. Air filter**

The air filter housing, intake tract and element are unrestricted upstream of the throttle body. Forced induction vehicles may use any filter element but must retain the OEM filter housing and intake tract.

#### **7.21. Ignition**

Any spark plugs and ignition wires may be used. All other ignition components must be stock.

#### **7.22. Battery**

The battery must be a lead/acid type car battery capable of starting the car at all times. Batteries shall not be modified. The battery may be moved to anywhere in the car provided it is in a marine type case. The battery must be securely held with a metal battery hold down. The positive battery terminal shall be covered. The positive terminal on the starter solenoid shall be covered.

#### **7.23. Exhaust**

Any exhaust may be installed provided the exhaust exits behind the driver, directed away from the car. A muffler may be required to meet sound regulations. A header may be installed. Exhaust heat shields may be added or removed.

Forced induction vehicles, unless otherwise specifically allowed, may not modify exhaust components forward of the first catalytic converter.

#### **7.24. Engine Cooling**

Any radiator may be used provided it fits in the stock location and requires no body modifications to install. Radiator fans may be removed or added. Thermostats are optional and unrestricted. A/C systems may be removed. Oil coolers may be added. The heater core may be bypassed or removed

#### **7.25. Anti-freeze**

Vehicles are prohibited from using ethylene-based antifreeze in their cooling systems. The only liquid allowed is water. Water additives such as Redline Water Wetter may be used. The intent of this rule is to avoid the extremely slick conditions that spilled antifreeze produces.

#### **7.26. Clutch**

Any clutch disc and/or pressure plate of the stock diameter may be used. Multiple disc clutches are prohibited.

#### **7.27. Flywheel**

Flywheels may be modified or lightened. If an OEM flywheel is modified or if an aftermarket flywheel that does not have SFI certification is used, a scattershield must be incorporated to protect the driver should there be a failure of the flywheel.

#### **7.28. Transmission**

The transmission gear ratios may not be altered. Shift linkages may be modified for the purpose of installing short throw shifters and/or installing different material bushings. Transmission coolers are unrestricted.

#### **7.29. Differential/ Final Drive**

All vehicles may use any limited slip or welded differential provided it fits in a stock housing. The final

drive ratio (ring and pinion) may be modified or replaced. Differential coolers are unrestricted.

### **7.30. Wheels/Tires**

7.30.1 The required wheel diameter is 17 inches with a maximum width of 8.0.

7.30.2 Wheel spacers may be used.

7.30.3 The top of the tire may not protrude beyond the fender when viewed from above.

7.30.4 All USTCC vehicles must run the approved spec tires. The spec tire can be found in the Tech Bulletin on the series web site.

7.30.4 Maximum tire width is 235 mm unless otherwise specified.

7.30.5. When a session is declared a “wet session” by the Race Director, any approved tire between 15 inches in diameter to 17 inches in diameter that fit on wheels no wider than those allowed in 7.30.1 may be used. The allowed rain tires can be found in the Tech Bulletin on the series web site.

### **7.31. Brakes**

7.31.1. Brake pads, linings, and fluid are unrestricted. Brake lines may be replaced with metal braided lines. Backing plates may be removed or modified. An adjustable proportioning valve may be used to limit pressure. If an adjustable proportioning valve is used the stock proportioning valve may be removed but not modified. The master cylinder and brake booster must be stock and unmodified. Parking brakes may be removed along with the accompanying mechanisms. Air ducts may be directed at the brakes. Liquid cooling is prohibited.

ABS braking systems (if originally equipped for that make/model) may be retained and operational provided the brake rotors and calipers are stock for that vehicle. If not using ABS, at least one front wheel sensor must be removed; otherwise it will be assumed that ABS is operational.

7.31.2. Brake rotors may be replaced with any OEM steel rotors or aftermarket steel rotors of any size. Rotors may be modified by slotting or crossdrilling. Wheels may not be modified and/or machined to allow fitment of alternate components. 7.31.3. Any front brake caliper may be used up to a 4 piston design. 7.31.4. Alternate rear rotors and/or calipers may be used.

### **7.32. Suspension**

7.32.1. Struts with an integral spring (i.e. Mac Pherson type) may be modified to fit a threaded adjuster for use with any legal spring. Bump stops are unrestricted, except they must have a maximum height of 2 inches. Vehicles with sealed Mac Pherson (type) struts may modify them or replace them so as to permit a replacement cartridge insert, providing that it does not change the geometry or functionality. Non-Mac Pherson strut type vehicles may install adjustable spring perches, provided that they serve no other purpose than to allow ride height adjustment. Vehicles with leaf springs may install lowering blocks, providing that they serve no other purpose than to adjust ride height.

7.32.2. Camber/caster adjustment plates may be installed on vehicles with Mac Pherson (type) struts providing that the stationary plate is mounted to the existing sheet metal, in the stock location, and serves no other purpose than to allow the adjustment of caster and/or camber. All vehicles may adjust camber and/or caster by eccentric bushings and/or shims. Material may be removed from the top of the strut tower for installation of camber plates. Rear camber compensator kits may be installed on the rear suspension for the sole purpose of allowing camber adjustment. Vehicles may use either slotted ball joints or slotted upper control arms for the purpose of camber/caster adjustment provided their installation is solely for the adjustment of camber/caster. The above mentioned replacement components must be commercially and readily available.

7.32.3. Any springs may be used provided they mount in the original location and the number and type (i.e.

coil, leaf) remains the same as stock. Coil over type struts or shock absorbers, where a threaded sleeve is permanently attached to a housing are permitted. Spring spacers are allowed.

7.32.4. Any shocks may be used provided they attach to the original mounting points and the number and type remains the same as stock. Remote reservoir shocks are permitted. Reinforcement of the stock shock mounting bracket is permitted provided that the modification only affects each bracket individually and not used to reinforce the mounting point within the structure.

7.32.5. Any sway bar(s), traction bar(s) [to control rotation of the differential in rear drive vehicles], panhard rod [to stop lateral movement of the differential in rear drive vehicles], or Watts linkage may be used/added, provided their installation provides no additional purpose. The mounts for these may be welded or bolted to the structure of the vehicle. "Heim joint" type rod ends (spherical bearings) are allowed for use with any sway bar, traction bar, or Watts linkage.

7.32.6. Stress bars (i.e. "Monte Carlo bars") may be added between any of the following areas:

- a. Between the inner lower front control arm mounting locations.
- b. Between the rear upper strut (or shock) towers.
- c. Between the front upper strut (or shock) towers and one point on the firewall.

All stress bars must be removable by fasteners (not welded), and shall not contact or be attached to any points not specified by this section.

7.32.7. There is no minimum ride height. No part of the car may touch the ground at anytime during operation except the front spoiler (air dam), side skirts, and tires.

7.32.8. On vehicles with independent rear suspension, mounting holes may be slotted, within the bounds of the original bracket/mounting point, for purposes of camber and toe adjustment only. Additionally, slotted holes may be reinforced by "overlaying" metal and/or welding the original hole closed.

7.32.9. Other than those modifications specified by these rules and any series "Updates" and

“Supplements” no other relocation or reinforcement of any suspension component or mounting point is allowed.

7.32.10. Parts that function for the sole purpose of steering may be reinforced independently.

7.32.11. “Heim joint” type spherical bearings may be used as replacements for bushings provided that they serve no other function or purpose and install directly into or onto the existing legal suspension component.

7.32.12. Spacers may be added to correct for bump steering problems, providing that they serve no other purpose.

7.32.13. Suspension bushing material is unrestricted.

7.32.14. Upper shock mounts may be replaced with other units.

### **7.33. Fasteners**

Fasteners are unrestricted provided they serve the same function. Any fastener that comes in contact with the air fuel mixture may not be modified. Gaskets other than head gaskets are unrestricted. Any gasket must serve its original purpose only and may not provide a competitive advantage.

## **8. MISC. NOTES**

### **8.1. Competitor Responsibilities**

The competitors have a responsibility as participants in the USTCC to do positive promotional work by attending shows, displaying vehicles at dealership, meeting members of the press and fans, etc. The dealerships and manufacturers play a large role in the USTCC and it is a part of the series to actively interact with your participating auto dealer. Promotion points will be awarded to drivers for attending promotional events with their car, providing that it's part of a series approved appearance. The Promo Points do not affect season end points standings.

Drivers will also be required to provide a biography sheet detailing their racing history to be used for programs and press releases.

## **8.2. Sponsors**

8.2.1 The United States Touring Car Championship sponsors are a very important part of the series and the list is growing rapidly. Check with USTCC Office for the latest updates.

### **Notes to Appendix A:**

1. 4 wheel steer: add 50 pounds.
2. 4 wheel drive: add 50 pounds.
3. Minimum weight and throttle body restrictor may be added or adjusted to provide fair competition.
4. Please refer to individual Vehicle Spec Sheets (VSS) for specific allowances and requirements.

**Appendix A.**

Eligible Models and Minimum Weights for USTCC.  
Comments include popular engine swaps. If your car is not listed, contact the office for homologation.

Line #	Year	Make, model, trim level	Comments
1	1990-1993	Acura Integra RS, LS, GS	Last Season for this Model.
2	1990-1993	Acura Integra RS, LS, GS	1994-2000 Integra LS motor. Last Season for this Model.
3	1990-1993	Acura Integra RS, LS, GS	1994-2000 Integra GS-R motor. Last Season for this Model.
4	1994-2001	Acura Integra LS, GS	
5	1990-1993	Acura Integra GS-R	Last Season for this Model.
6	1994-2001	Acura Integra GS-R	
7	1997-2001	Acura Integra Type R	
8	2002-present	Acura RS-X Type S	
9	2002-present	Acura RS-X	
10	2003-present	Acura TSX	
11	2004-present	Acura TL	
12	1996-2001	Audi A4 V6 12V FWD	quattro add 50 pounds
13	1996-2001	Audi A4 V6 30V	quattro add 50 pounds
14	1996-2001	Audi A4 1.8T	quattro add 50 pounds
15	2000-2001	Audi A4 1.8T	quattro add 50 pounds
16	2002-present	Audi A4 1.8T	quattro add 50 pounds
17	2002-present	Audi A4 3.0 V6	quattro add 50 pounds
18	1992-1999	BMW 318i/318is/318ti E36	
19	1992-1995	BMW 325i E36	
20	1996-1998	BMW 328i E36	
21	1999-2000	BMW 328i E46	
22	1999-2000	BMW 323i E46	

23	2001-present	BMW 330i E46	add 50 for AWD
24	2001-present	BMW 325i E46	add 50 for AWD
25	1992-1999	BMW M3 E36	
26	1997-2000	Cadillac Catera	
27	1995-2004	Chevrolet Cavalier DOHC 2.4L	
28	2005-present	Chevrolet Cobalt	
29	1994-1999	Dodge Neon Sport, ACR, RT	DOHC
30	2000-present	Dodge Neon	DOHC
31	2002-present	Dodge Neon SRT-4	
32	1996-2000	Ford Contour SVT	
33	1996-2000	Ford Contour V6 GL, SE, Sport	
34	2000-present	Ford Focus ZX-3, sedan, wagon	
35	2002-present	Ford Focus SVT	
36	1994-1997	Honda Accord SOHC 4 cyl	
37	1998-2002	Honda Accord SOHC 4 cyl	
38	1994-1997	Honda Accord SOHC 4 cyl-VTEC	
39	1998-2002	Honda Accord SOHC 4 cyl-VTEC	
41	1994-1997	Honda Accord DOHC VTEC	H22 Prelude engine
42	1998-2002	Honda Accord DOHC VTEC	H22 Prelude engine
43	1994-1997	Honda Accord V6	
44	1998-2002	Honda Accord V6	
45	2003-present	Honda Accord 2.4L 4 cyl	
46	2003-present	Honda Accord 3.0L V6	
47	1992-1995	Honda Civic 1600 DOHC CX, DX, EX, LX, VX, Si	B16A Del Sol motor
48	1996-2000	Honda Civic 1600 DOHC CX, DX, EX, LX, VX, Si	B16A Del Sol motor
49	1992-1995	Honda Civic 1600 SOHC CX, DX, EX, LX, VX, Si	VTEC
50	1996-2000	Honda Civic 1600 SOHC CX, DX, EX, LX, VX	VTEC
51	1992-1995	Honda Civic 1800 DOHC CX, DX, EX, LX, VX, Si	1994-2000 Integra LS motor
52	1996-2000	Honda Civic 1800 DOHC CX, DX, EX, LX, VX	1994-2000 Integra LS motor
53	1992-1995	Honda Civic 1800 DOHC CX, DX, EX, LX, VX, Si	1994-2000 Integra GS-R motor

54	1996-2000	Honda Civic 1800 DOHC CX, DX, EX, LX, VX	1994-2000 Integra GS-R motor
55	1996-2000	Honda Civic 1800 DOHC CX, DX, EX, LX, VX	1997-2000 Integra R motor
56	2001-present	Honda Civic Si	
57	1999-2001	Honda Prelude (includes SH)	
58	1997-1998	Honda Prelude	
59	1992-1996	Honda Prelude Si VTEC	
60	1992-1996	Honda Prelude Si	
61	1997-2001	Hyundai Tiburon FX	
62	2002-present	Hyundai Tiburon GT V6	
63	1999-present	Infiniti G20/G20t	
64	2001-present	Lexus IS300	
65	1993-1997	Mazda 626 4 cyl.	
66	1998-2001	Mazda 626 4 cyl.	
67	1993-1997	Mazda 626 V6	
68	1998-2001	Mazda 626 V6	
69	1995-1998	Mazda Protégé 1.8 DX, ES	
70	2001-2003	Mazda Protégé MP3	JDM motors TBA
71	2003-present	Mazda 6 V6	
72	2004-present	Mazda 3s	
73	2003-present	Mazda RX8	
74	1999-2002	Mercury Cougar V6	
75	2002-present	Mini Cooper S	
76	1995-1999	Mitsubishi Eclipse 16V non-turbo	
77	1995-1999	Mitsubishi Eclipse 16V turbo AWD	add 50 pounds for AWD
78	2000-present	Mitsubishi Eclipse V6	
79	2003-present	Mitsubishi Evo	add 50 pounds for AWD
80	1995-2000	Nissan 200SX SE-R	
81	2002-present	Nissan Altima V6 3.5L	
82	2002-present	Nissan Sentra SE-R Spec V	
83	1993-2001	Nissan Altima SE, GXE, GLX	
84	1998-2002	Saab 9-3	
85	1991-2002	Saturn SC2 1.9L DOHC	
86	2003-present	Saturn Ion Redline	
87	1998-2000	Subaru Impreza RS	add 50 pounds for AWD

88	2001-present	Subaru Impreza RS	add 50 pounds for AWD
89	2001-present	Subaru Impreza WRX	add 50 pounds for AWD
90	1994-2001	Toyota Camry V6 XL, XLE, SE	
91	2002-present	Toyota Camry V6 XL, XLE, SE	
92	1994-1999	Toyota Celica	
93	2000-present	Toyota Celica GT	
94	2000-present	Toyota Celica GT-S	
95	1999-2003	Toyota Solara 4cyl XL, XLE, SE	
96	1999-2003	Toyota Solara V6 XL, XLE, SE	
97	2004-present	Toyota Solara	
98	1993-present	Volvo 850/S70/V70	
99	2000-present	Volvo S40/V40/S60	
100	1999-present	VW Beetle Turbo	
101	2002-present	VW Beetle Turbo S	
102	1996-1998	VW Golf/Jetta 16V 2000 GL, GLI, GTI, K2	
103	1996-1998	VW Golf/Jetta GLX, GTI VR6 12V	
104	1999-present	VW Jetta/Golf GLS, GLX, GTI VR6 12V	
105	1999-2000	VW Jetta/Golf GLS, GLX, GTI turbo gas	
106	2000-present	VW Jetta/Golf GLS, GLX, GTI turbo gas	