

United States Touring Car Championship Rules

A professional touring Car championship for late model sedans and sports cars

1. INTRODUCTION

These rules and the NASA CCR specify the only modifications allowed. Where applicable, the USTCC rules supersede the CCR. If not specifically allowed, any other modification is prohibited. Occasionally, rules may be generically specified which are not legal for some cars. These rules are for all the USTCC classes. GT, SP, and ST classes must also follow their class specific rules as posted in the appendices at the end of this document.

2. INTENT

The United States Touring Car Championship (USTCC) is a national championship series utilizing tracks in 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. Competitiveness of a particular make or model is not guaranteed, although the series may make adjustments as necessary. Minimum weights, restrictor plates, tire sizes and allowable modifications are adjusted to account for any potential performance aspect of a specific vehicle.

3. ELIGIBLE MODELS

Vehicles eligible to compete in the USTCC can be found on the series website (www.ustcc.com). Other makes and models may be eligible to compete provided that the series administration has approved them in writing before the competition. All vehicles must be or have been available for sale to the general public. Most late model cars can fit into any of the four classes in USTCC (in order of power): Sportsman, Touring Car, Super Touring, GT. Lower class cars may be allowed to run in a higher class (i.e. you can race a Touring Car in GT).

4. SAFETY

4.1. Safety Requirements

All vehicle and driver safety equipment must conform to NASA's *Club Codes and Regulations* (CCR). If the USTCC competes under another sanctioning body on a particular weekend, the operating rules for that sanctioning body may supersede the NASA requirements. The Race Director may exclude any car for any illegal or unsafe modifications. Where there may be a conflict between USTCC rules and NASA CCR, the USTCC rule shall supersede the CCR rule.

4.2. Roll Cage

All minimum cage requirements found in the CCR must be met. The following is permitted in addition to those requirements:

4.2.1. Any number of mounting points and/or tubes may be used. Tubes may be welded at any contact point, or be "seam welded" to the body structure. Chassis may be seam welded.

4.2.2. 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.

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.

4.3. Fuel Cell

A fuel cell meeting the specifications of the CCR may be installed. If a fuel cell is installed, the OEM tank may be removed.

4.4. Master Switch

An electrical master switch shall be installed per the CCR.

4.5. Drive shaft loops

All rear drive and AWD vehicles must use drive shaft loops (or chassis reinforcement bars or exhaust pipe) to hold the drive shaft in case of a U joint failure.

4.6. Sunroofs

Sunroofs may be removed and replaced with a cover piece securely covering the opening. Removal of the associated hardware is permitted. Roofs may be replaced with alternate material

4.7. Air bags

Air bags must be disabled or removed.

4.8. Driver's Seat

A driver seat suitable for competition and meeting the requirements of the CCR shall be used. The driver's seat may be moved back; however, the front edge of the seat (not including the cushions) in the new location cannot be behind the rear most stock mounting bolt hole in the floor. No part of the driver's seat may be moved across (left to right) the centerline of the car.

4.9. Passenger Safety

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. Passengers will be allowed only during certain non-competition sessions, for promotional purposes only.

5. SERIES RULES and PROCEDURES

5.1. Cheating

Cheating and/or liberal interpretation of the rules is subject to harsh penalties. Typical penalties include, but are not limited to, the following: At first offense, there will be a one-race disqualification including loss of prizes. At second offense, there will be a two-race disqualification for the previous two races and a one-race suspension and loss of prizes. A third offense will result in permanent ejection from the series including a loss of all points and prizes.

5.2. Non-conforming equipment

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

5.3. 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 but the competitor is responsible for providing a means of reading such media at the event. The manual must be in English.

5.4. Performance Monitoring

5.4.1. Each competitor/team is required to have a data acquisition system (as specified below) installed in the car, and they are responsible for knowing how to operate their system.

5.4.2. GT and ST competitors are required to use an AIM system (Solo DL or better), and to data log engine speed.

5.4.3. TC and SP competitors are also encouraged to use an AiM system meeting the GT and ST requirements. If not using an appropriate AiM system, their only alternative is to use a Traqmate system. The Traqmate alternative will be allowed until the end of the 2024 season.

5.4.4. AIM and Traqmate units are available for rent from USTCC, but must be reserved more than a week before each event.

5.4.5. Each vehicle (except GT) will have a specific aero number which will be listed in the VSS. During data analysis these aero numbers, and a tire adhesion and track surface number of 0.047, will be used.

5.4.6. The series will specify the method and location for the data upload prior to the first official session for each event. It is the competitor's responsibility to record data on their system and upload its data file from each official session within 30 minutes (or 60 minutes after the last race) of the session's completion. Any driver failing to upload usable data by the deadline will receive a minimum one position penalty, and a maximum penalty of disqualification from that session.

5.4.7. In addition to the competitor required systems, the series reserves the right to install performance-monitoring equipment at any time for the purposes of equalizing the competition.

5.4.8. On track vehicle performance will be evaluated via the data collected by the specified systems. Data acquisition will be used to verify WHP, and vehicles will be found illegal if the measured WHP exceeds the declared WHP number. Adjustments may be made to equate the balance of performance between vehicles in the same class. The individual vehicle adjustments may be added weight or other suitable measures.

5.5. Points/Teammates

5.5.1. A driver submitting a usable digital (1080p or better, preferably 60 fps) video from the race will earn 5 bonus points for that race. The car number must be visible in the video shot so that the viewer can see which car is being shown. Video must be physically provided, or uploaded using the designated Google form, no later than midnight of the 7th day following the race.

5.5.2. Fun Runs. Any competitor who is competing, as a “fun run” shall not be eligible for points, contingencies or other prizes. The Race Director reserves the right to place all “fun-runs” at the back of the starting grid.

5.5.3. Finishing Points. Points will be earned as follows for each class:
1st – 100, 2nd – 90, 3rd – 85, 4th – 80, 5th – 75, 6th – 70, 7th – 69, 8th – 68, 9th – 67, 10th – 66, and so on. As long as the driver takes the green flag in a race, he shall earn last place points for his class. A driver does not have to complete a certain number of laps to earn points.

5.5.4. Rookie Points. A driver must apply with the Series Director if they desire to participate in the Rookie Points Championship. Any competitor who has competed in more than 4 USTCC events is not eligible to apply. In general, only competitors who have less than 2 years of racing experience will be considered. There will be a separate Rookie Championship for each class and one rookie will be crowned as the Top Rookie from all classes. The points system to calculate will be based upon a combination of finishing points and an equalization factor. Finishing points will be the same as 5.5.3. The equalization factor will be as follows: Every eligible driver shall receive 10 base points and an additional 10 points per car shall be awarded for each car that you finish ahead of in class. For example, assuming a class has 5 cars the calculation would be as follows:

1st place 150 points (Base 10 points, 40 for beating 4 cars and 100 finishing points)

2nd- 130 (Base 10 points, 30 for beating three cars and 90 finishing points)

3rd- 115 (Base 10 points, 20 for beating two cars and 85 finishing points)

4th- 100 (Base 10 points, 10 for beating one car and 80 finishing points)

5th- 85 (Base 10 points and 75 finishing points)

Maximum equalization factor is 100 points. As an example, for a 12 car field the points will look like this:

1st place 200 points (Base 10 points, 90 for beating 11 cars [90 is the maximum] and 100 finishing points)

2nd- 180 (Base 10 points, 80 for beating 10 cars and 90 finishing points)

3rd- 165 (Base 10 points, 70 for beating 9 cars and 85 finishing points)

4th- 150 (Base 10 points, 60 for beating 8 cars and 80 finishing points)

5th- 135 (Base 10 points, 50 for beating 7 cars and 75 finishing points)

6th- 120 (Base 10 points, 40 for beating 6 cars and 70 finishing points)

7th- 109 (Base 10 points, 30 for beating 5 cars and 69 finishing points)
 8th- 98 (Base 10 points, 20 for beating 4 cars and 68 finishing points)
 9th- 87 (Base 10 points, 10 for beating 3 cars and 67 finishing points)
 10th- 76 (Base 10 points, 0 for beating 2 cars and 66 finishing points)
 11th- 75 (Base 10 points, 0 for beating 1 car and 65 finishing points)
 12th- 74 (Base 10 points, 0 for beating no cars and 64 finishing points)

Finish Position	Number of cars in class (max 9)								
	1	2	3	4	5	6	7	8	9
1	110	120	130	140	150	160	170	180	190
2		110	120	130	140	150	160	170	180
3			115	125	135	145	155	165	175
4				120	130	140	150	160	170
5					125	135	145	155	165
6						130	140	150	160
7							139	149	159
8								148	158
9									157

5.5.5. Two drivers may declare a partnership, at any point in the season, to earn points as a single partnership entrant. Drivers may only be members of one partnership per class.

Either driver may practice, qualify or race the car; however, both drivers must be registered for an event where both drive. If both drivers want to drive different cars in the class of their declared partnership, in the same qualifying session or race, they must declare to the Race Director prior to each session which driver's performance will count toward the partnership. Any REWARDS weight earned by the partnership shall apply to whomever is the designated driver for the partnership.

5.5.6. Team Championship. A separate points championship shall be scored for the top team in USTCC. To be eligible, a team must have at least two cars entered for points to be awarded. The team must be declared in writing before the race. If a team has more than two cars, only the top two points earning cars shall be awarded points. Team cars may be split in any of the classes. The points structure will be the summation of the top two points earning cars based on the finishing points and equalization factor calculation as in 5.5.4.

5.5.7. Press releases. A driver (or team acting for a driver) uploading a usable press release, to the designated Google drive, up to 10 days prior to the race or no later than midnight of the 7th day after the race shall receive 5 bonus driver championship points. No more than 5 points per race, per car may be earned. When submitting the release, teams or drivers must include

the recipient driver's name. Press releases must include a suitable high resolution (2560x1920 or better) photo. Usable in this context means that it must be written well enough to be published, following the AP stylebook. It must be without misspellings, grammatical errors, and explain the point without being too short or too long.

5.5.8. Drivers shall earn 5 points for earning pole position for their class, for each main race (qualifying races do not count).

5.6. Entry procedures

There will be an annual \$400 series registration fee for the driver's first event. This pays for stickers, car numbers, registration, mailings, etc. 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.

Entrants are required to provide information on the car they are competing in, with minimum information being year, make and model and the declared wheel horsepower (WHP). Entrants must declare a new wheel horsepower number on the entry form for any race where the number is different from the previous one submitted.

Entrants in classes other than GT must also provide engine information including displacement, turbo/supercharged, and factory horsepower rating. If the entrant is using an approved engine swap, they must provide the information for that engine along with the car information for the "donor" vehicle.

5.7. Appearance requirements

5.7.1. All vehicles must have the required number panels and numbers on the front edge of the driver/passenger doors and 4 inch (minimum) tall numbers on the front of the car and on 4 inch (minimum) tall numbers on the rear of the vehicle. If the series does not supply the competitor with a number panel, numbers meeting the CCR must be used on the sides. The assigned REWARDS weight must be posted on the bottom passenger side of the windshield in two inch tall white letters (i.e. "+75").

5.7.2. 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 title sponsors (excluding special awards sponsors) or NASA. Vehicles may be painted any color or combination thereof.

5.7.3. Vehicles must appear at the event with virtually no visible body damage or primer and look professional.

5.7.4. The driver(s)' last name must appear on the both rear side windows of the car. It is suggested, but not required that it be on the lower corner of the windshield as well. White block letters at least 2" tall should be used. The flag of the driver's nation of origin shall be next to the driver's name.

5.7.5. The driver's suit must have the required USTCC patch as well as the NASA patch on the front chest area. No conflicting sanctioning body or tire company patches may be present. Patches may NOT be held with tape. Appearing on the podium without the correct patches is an automatic \$400 fine.

5.7.6. The crew members on the team are required to wear team uniforms during the weekend's activities. The uniforms must be the same color/pattern and must have the USTCC logo and the team's name and/or logo on the front chest area in at least 3 inch wide.

5.7.7. All cars must have class markings on the top right of the windshield and the top right of the rear window.

5.8 Changes to rules

The Race Director reserves the right to make changes in the rules and or penalties to ensure fairness of all aspects of competition with as much notice as possible. The Director will make every effort to correct problem situations to the fairness of the majority before invoking penalties in full or in part. A competitor will have 30 minutes to appeal a decision of the Race Director from the time it was imposed. That time will be increased to 3 days for rulings that were made after the event.

5.9 Parc Ferme/Impound

Following any timed sessions such as official qualifying sessions, qualifying races, or races, vehicles must go directly to the authorized impound area (Parc Ferme). No stopping in pit lane or paddock area is allowed after the session has ended, therefore cars must go directly to Parc Ferme area. Victory lane is considered an authorized impound area. No work on the car is allowed while in Parc Ferme, although tire temperatures and pressures may be recorded. Driver must stay close to the car. Infractions shall result in loss of qualifying times or disqualification from race. Once the checkered flag is displayed in a qualifying session all work on car must stop and a Parc Ferme situation will be in effect. Parc Ferme area is considered a private area. Only the driver and one team representative are allowed to be present.

5.10 Conduct

Participants (including all members of team) should be aware that comments made on the internet (including websites, Twitter, Facebook or others) may be considered public comment. Any comments which are deemed improper, bring the series into disrepute, or are threatening, abusive, indecent or insulting may lead to disciplinary action. Comments which are personal in nature or could be construed as offensive, use foul language or contain direct or indirect threats aimed at other participants are likely to be considered improper. Participants need to be warned that even though they believe their postings are only visible to a limited number of selected people they may still end up in the public domain.

5.11 Endurance Format Races

For races longer than 50 minutes, the NASA Enduro rules for classes E0 through E3 will be used for pitting purposes with the following exceptions/changes:

5.11.1 There are no required pit stops and no minimum number of stops.

5.11.2 The Race Director reserves the right to impose certain requirements on those cars with gas tanks (or fuel cells) larger than originally equipped. Teams that have installed tanks (or fuel cells) larger than stock, shall be required to drain the tank and fill it with the same amount of fuel that the original stock tank held.

5.11.3 All refueling must be done using NASA approved 5-gallon containers, which must be labeled "GASOLINE," "PETROL," or "GAS." Refueling is a big issue during pit stops. Spills will not be tolerated. All cars must place a large catch-pan, or mat to catch all accidental spills. All catch pan spills must be returned to closed containers. A gasoline spill will result in a five-lap penalty (or a five minute penalty, if using that system). See NASA Enduro rules for more details.

5.11.4 Refuelers must wear safety equipment equivalent to the driver as per the CCR (i.e. Nomex suit, gloves, shoes, and helmet) during refueling. See NASA Enduro rules for more details.

5.11.5 Cars are prohibited from using any type of "(re)fueling rig" or "quick fill method" and must follow NASA Enduro E0, E1, E2, E3 rules regarding refueling containers. See NASA Enduro rules for more details.

5.12 Saturday Races

The Saturday race format (during a two day event) may be one of four:

1. Top five drivers from the Saturday qualifying session will be racing in the Saturday race to determine the starting order of the main Sunday race. Positions 6 and lower will already be set by the qualifying times. The race will be a flying start format and there will be no points or prizes. Drivers from position 6 and lower can attend the session but their starting position for the race will not change.
2. All drivers will race on Saturday in a qualifying race. The start of the race shall be determined by the times set in the qualifying session. The outcome of the race shall determine the starting order of the main Sunday race. The race start will be a flying start and there will be no points or prizes.
3. All drivers will race on Saturday in a qualifying race. The start of the race shall be determined by the times set in the qualifying session. The race start will be a flying start and there will be no prizes but the race will award 25% of the points with the main Sunday race providing 75% of the points.
4. Race session is a practice race with no points or prizes.
5. Saturday races will generally be flying (rolling) start while Sunday races will generally be standing start.

5.13 Qualifying format

The qualifying format will be one of the following:

1. There will be one qualifying session and the best times from that session will determine the starting order.
2. There will be two qualifying sessions and the best combined time from the two sessions will be used to determine the starting order. A driver with no times shall receive a time of 4:00.000.
3. There will be two qualifying sessions and the best time from the two sessions will be used to determine the starting order.
4. There will be single car qualifying in which case the driver shall have one warm up, one timed lap and one cool down lap. The time from the one timed lap shall determine the starting order.
5. There will be a Saturday qualifying race (see 5.12)

Engaging or impeding another driver in a qualifying session shall result in penalties.

5.14 Right to the line

Note: This rule supersedes the NASA CCR Right To Line Rule (25.4.3 in 2023 version).

The driver in front has the right to choose any line, as long as the driver is not considered to be blocking. Blocking is considered to be making more than one change in direction in order to defend a position.

If there is any amount of overlap between two cars engaging in a battle for position, the lead car must leave room on the race track for the trailing car, (do not shut the door). Equally, the trailing car must leave room on the race track for the leading car, (do not push off track).

It is both drivers' responsibility to ensure a safe over-take is completed on the race track.

5.15 Contact

The drivers are expected to try to avoid contact with other cars at all times. Heavy penalties may be awarded for avoidable contact.

1. Any contact with no damage and no deviation: No penalty.
2. Any contact causing deviation, with no damage, but loss of a position: If the offending driver gives back the position within two manned turn stations, no penalty. Otherwise, the offending car will receive stop and go penalty or 60 seconds will be added to its time after the race.
3. Any avoidable contact resulting in damage as defined by CCR: Offending car will be classified as DNF, receive DNF points and receive a \$200 fine. In addition, driver will be on probation for the remainder of the season. The penalty can be adjusted by the Race Director based on the testimony of the drivers and witnesses. If the driver commits a second infraction while on probation, additional fines and suspensions will be added.
4. Passing under a standing yellow, double yellow or gaining an advantage at a yellow: If the offending driver gives back the position (or advantage gained) before passing the next manned turn station, no penalty. Otherwise, offending car will be classified as last place among finishers. In addition, driver will be on probation for the remainder of the season. If the driver commits a second infraction while on probation, fines and suspensions will be added.
5. Overdriving a standing or double yellow: The offending car will receive stop and go penalty or 60 seconds will be added to its time after the race.
6. Passing under waving yellow and/or over-driving a waving yellow: Offending car will be classified as DNF and receive DNF points. In addition, driver will be on probation for the remainder of the season. If the driver commits a second infraction while on probation, fines and suspensions will be added.

These are general guidelines for standard penalties. They may be additive or multiplicative depending on the situation and the person's past record. The Race Director reserves the right to increase penalties for special circumstances up to and including disqualification and suspension. The above penalties could vary when USTCC is not the sole class on the track.

6. MODIFICATIONS

6.1. 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.

6.2. Replacement Parts

All vehicles, engines and required OEM parts must have been offered for sale to the general public by the manufacturer and be available through normal distribution channels. Unless otherwise specified by these rules or VSS, replacement parts must be OEM or others matching the OEM configuration.

6.3. 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.

6.4. Allowed components

Limited production components and/or prototypes are not allowed unless specifically allowed by these rules. All aftermarket parts used must be available for purchase.

6.5. Body

6.5.1. Fender lips may be modified for tire clearance by rolling or cutting. Plastic interior wheel opening panels may be removed. All cars may add fender flares to cover the top center of the tires (25 mm width maximum per side). Aftermarket front fenders are allowed as long as they are no wider than OEM plus the allowed added flare extension. The top center of the tire may not protrude beyond the fender when viewed from above.

6.5.2. A front spoiler (air dam) may be added, modified or replaced. A flat splitter plate may be installed provided it protrudes no further forward than 5 (five) inches past the front bumper, at each point perpendicular to its curve, when viewed from above. In addition, the plate may not extend rearward past the centerline of the front axle. The plate, spoiler or attachments may not be wider than the body of the vehicle, not including the side mirrors. No part of the front spoiler, air dam or splitter may touch the ground.

6.5.3. The stock engine under-tray may be removed or modified but may not be extended further rearward than the centerline of the front axle.

6.5.4. A rear spoiler/wing may be installed provided it is not wider than the width of the car, not including the mirrors. The wing/spoiler may not extend further rearward than 6" from the back of the rear bumper. The wing foil may not be higher than the roof except on hatchbacks or station wagons/SUVs. Mounts and side plates may extend higher than the roof. Drag Reduction System (DRS) rear wings and their assemblies produced by Victor Racing shall be allowed. OEM movable spoilers or wings are allowed and may be modified to fix them in any position.

6.5.5. Vertical side skirts and horizontal rockers may be added. Rockers may be no wider than 12 inches. Neither side skirts, nor rockers may touch the ground.

6.5.6. Canards are allowed but may not extend outward beyond the widest part of the car, not including the mirrors.

6.5.7. A rear diffuser and alternate rear facias may be installed; however, no part of the car's body other than the rear bumper cover may be modified or replaced for clearance. The diffuser may not protrude further rearward than one inch past the center of the rear bumper when viewed from above. In addition, no part of the diffuser may extend forward past the centerline of the rear axle. The diffuser may not be wider than the body of the vehicle not including the side mirrors.

6.5.8. Rear spare tire well may be removed as long as it is replaced with a replacement flat floor. The area and any floor behind it may be removed rearward ending at the vertical structure that houses the tail lights.

6.5.9. 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 or oil cooler. Ducting for the purposes of cooling is unrestricted providing that it does not violate any applicable rules or feed the intake system.

6.5.10. Windshield clips and rear window straps are allowed and recommended.

6.5.11. 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.

6.5.12. 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. Chassis may be seam welded.

6.5.13. Undercoating may be removed.

6.5.14. The hood and trunk lids' inside reinforcements may be removed or modified.

6.5.15. The front door internal assemblies (i.e. windows, window mechanisms, etc.) may be removed. The passenger OEM side impact beams may be removed. No sharp edges may be left behind as a result.

6.5.16. Body panels may be replaced with alternate materials provided they meet the stock appearance of the replaced body panel. Vented hoods are allowed. The panels must be available to the public through normal distribution channels and be approved through the series office.

6.6. Glass

6.6.1. The front windshield may be replaced with Lexan or comparable material. The minimum thickness is 3/16" and shall be properly supported from the inside. If the front windshield is replaced, windshield clips are required.

6.6.2. All window glass other than the windshield may be replaced with Lexan (or comparable material) of at least 1/8" inch thick. A maximum of six round vents total, no larger than 2.5" in diameter (each) may be located on the rear window. A maximum of two NACA ducts per side may be installed in the rear side windows for ducting air. The NACA ducts may not be larger than 100 square inches total, per side.

6.6.3. 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.

6.6.4. An air deflector may be added to the left and/or right front side window openings. The strip acting as the deflector may extend outward from the body by a maximum of 5 cm. One of two options may be used for each window opening.

Option 1: A horizontal strip may be added following the upper edge of the opening. The strip length is only limited by the top of the window opening.
Option 2: A vertical strip may be added near the front of the opening. The maximum strip length 25 cm. The window opening forward of the strip, where the window would normally be located, may be filled. The strip and filler panel must be located within the plane of the stock window channel. Note that this does not allow for closing off of front side window openings completely.

6.7. Interior

6.7.1. Any steering wheel or gearshift knob may be used. Steering wheel column may be replaced.

6.7.2. The throttle, brake, and/or clutch pedals may be modified or moved for comfort or added control. Heel stops and dead pedals may be added or modified.

6.7.3. Gauges may be replaced or added.

6.7.4. Any interior or exterior mirrors may be used.

6.7.5. 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 (except door panels) unless specified in the CCR, these rules, and any addendums. 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. The dashboard pad must remain intact or may be replaced with a "stock appearing replacement part." Tabs and studs may be removed.

6.7.6. The headlights and taillights must work as originally intended and be stock appearing. Cars with pop up headlights can remove the lights and light motors, leaving the covers stock. The non-pop up headlights must be operable by the driver while properly belted in the driver's seat.

6.7.7. Electrical switches may be added, modified, or removed provided they do not perform an illegal function.

6.8. Ballast

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

6.9. Wheel studs

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

6.10. Alternators

The alternator must be working and must be charging according to the manufacturer's specifications. Any modification, or addition made to the

electrical system that causes the alternator to function improperly is illegal. Computer controlled alternators must be set to charge above battery voltage

6.11. Update / Backdate

Vehicles may update / backdate components provided the component comes from the same chassis type and line number in the VSS. As an example, a headlight from an E36 M3 may not be used on an E36 325i because they are different cars without prior permission. Any other changes must be requested in writing.

6.12. Engine

6.12.1. The engines used must have been available for sale in that body style, year, make, and model by that manufacturer. Engine swaps within the manufacturer are allowed but the swap must be requested and homologated in the VSS.

6.12.2. Engine rebuilding, blueprinting and balancing is allowed. Engine internals may be replaced by aftermarket or OEM pieces of alternate specifications. Internal engine modifications are allowed as per VSS. Porting and polishing of engine components is allowed.

6.12.3. Turbocharged engines must run the stock turbo and housing for the allowed engine unless specified in the VSS.

6.12.4. Supercharged engines must run the stock supercharger for the allowed engine unless specified in the VSS.

6.13. Engine Mounts

Rubber engine mounts may be replaced with any other material. The engine may not be moved from its stock location.

6.14. 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 or supercharger.

If a component that originally used a pulley such as the AC compressor is disabled or removed, the stock unit can be modified to work as an idler pulley or an idler pulley may be installed. No other mechanical or electrical components may be added to the component and it shall not have any other functions other than being an idler pulley.

6.15. 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. Dry sump systems are allowed with a 100 pound penalty. Any engine oil components must be separated from the driver by a non-flammable bulkhead (Accusumps and gauges are exempt).

6.16. Induction

6.16.1. The mass airflow sensor may be altered and/or replaced.

6.16.2. 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. In addition, no system may be installed to cool air through the exhaust turbo inlet or outlet, or intercooler inlet or outlet (i.e. no water cooled intercoolers or air intake charge units, unless originally installed by the manufacturer and that system must remain stock). Intercooler sprayers are not allowed.

6.16.3. The location of intercoolers may be altered from the stock location.

6.16.4. Any throttle body or bodies or spacers may be used. Cars using Drive by Wire may convert to a mechanical set up.

6.16.5. Any intake manifold may be used.

6.17. Fuel system

6.17.1. Fuel Injectors, fuel pumps, fuel delivery rails, fuel pressure regulators, filters, and lines and hoses are unrestricted. 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.

6.17.2. Allowed fuel options are:

- 100% petroleum based unleaded fuel. Maximum octane rating is 100 octane (R+M/2).
- E85 fuel for engines of 1800 cc displacement or less in SP and TC, or 2800 cc or less for ST and GT
- Diesel fuel.

6.17.3. No fuel additives are allowed.

6.18. Electronics

Engine management computers and wiring may be modified or replaced. Sensor values being fed to the OEM computer may be altered by external means. Throttle position switching or multiple ECU computer programs (and/or maps) or boost control settings are not allowed.

6.19. 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.

6.20. Air filter

The air filter housing, intake tract and element are unrestricted.

6.21. Ignition

Any spark plugs, ignition system and ignition wires may be used. Ignition timing is unrestricted.

6.22. Battery

The battery must be capable of starting the car at all times. The battery may be relocated to anywhere in the car provided it is in a marine type case. AGM or Lithium Ion batteries need not be in a marine case. Regardless of location, the battery must be securely held with a metal hold down. The positive battery terminal shall be covered. The positive terminal on the starter solenoid shall be covered.

6.23. 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.

6.24. Engine Cooling

Any radiator may be used provided it fits in the stock location and requires no body modifications to install. Secondary radiators may be added and can be located anywhere. 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. No type of additional cooling is allowed including radiator sprayers.

6.25. Clutch

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

6.26. Flywheel

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

6.27. Transmission

The transmission gear ratios may not be altered. The transmission used must be the same as delivered by the manufacturer with that engine combination. Shift linkages may be modified for the purpose of installing short throw shifters and/or installing different material bushings. Transmission coolers are unrestricted. Automatic transmission (including DSG type) computers may be reprogrammed.

6.28. Differential/ Final Drive

All vehicles may use any limited slip or welded differential provided it fits in the OEM stock housing. Alternate differential drive ratios (ring and pinion) must be approved and listed on the VSS. Differential coolers are unrestricted. The center differential for AWD models may not be changed or modified and may not be adjustable. If there is an OEM adjustment, it must be completely disabled. No electronically adjustable or active differentials are allowed. Each team must declare their differential drive ratio on the season registration form. This number may not be changed during the season unless a special permission is granted due to hardship cases.

6.29. Wheels/Tires

6.29.1. Wheel spacers may be used.

6.29.2. The required wheel diameter is seventeen (17) inches or eighteen (18) inches. GT class may also use nineteen (19) inch wheels. Tube frame GT cars may use 15 inch wheels.

6.29.3. Maximum wheel width will be as follows: (the noted value is front + rear / 2). Weight is base weight without REWARDS weight.

Weight (lbs)	GT	ST	TC	SP
<3000		10"		
<3100			8"	
>3099			10"	
<3200				8"
3000-3199		11		
>3199		12		10"
any	14"			

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

6.29.5. All USTCC vehicles (except GT) must run the approved spec tires in all official timed sessions. The approved tires are Hankook F200 C52 or Hankook Z206. Rain tires may be used at any time and their quantity is unlimited

6.29.6. Tires may not be altered in any way, shaved or grooved.

6.29.7. Maximum tire width will be as follows (values are in millimeters): Weight is base weight without REWARDS weight.

Weight (lbs)	GT	ST	TC	SP
<3000		260		240
<3100			240	
>3099			260	
3000-3199		280		240
>3199		300		260
any	any			

6.30. Brakes

6.30.1. Brake pads, linings, and fluid are unrestricted. Brake lines may be replaced with metal braided lines. Backing plates may be removed or modified.

6.30.2. An adjustable proportioning valve may be used to limit pressure.

6.30.3. Parking brakes may be removed along with the accompanying mechanisms.

6.30.4. Air ducts may be directed at the brakes. Liquid cooling and/or electric fans are prohibited.

6.30.5. The master brake cylinder, clutch cylinder, pedals and bias adjustment may be replaced with an aftermarket assembly. Brake booster may be removed or replaced, but must not perform any other function.

6.30.6. Brake rotors may be replaced with steel rotors of any size. Rotors may be modified by slotting or cross drilling. Any brake caliper up to a six piston design may be used. Wheels may not be modified or machined to allow fitment of alternate components. If the vehicle came factory equipped with ABS braking system, the stock ABS computer/controller must be used. If the vehicle did not come from the factory equipped with ABS, an ABS computer/controller from that make and model year may be used. Alternatively, the ABS can be disabled or removed.

6.30.7. Cars with rear drums may convert to a stock rotor and caliper system from that make and model year.

6.31. Suspension

6.31.1. Camber/caster adjustment plates may be installed provided 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. Material may be removed from the top of the strut tower for installation of camber plates. All vehicles may adjust camber and/or caster by eccentric bushings and/or shims. 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.

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

6.31.3. 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. One helper spring per wheel is allowed with a maximum, stiffness of 25 psi. Coil over type struts or shock absorbers, where a threaded sleeve is attached or machined into a housing are permitted. Spring spacers are allowed. Non-MacPherson strut type vehicles may install adjustable spring

perches, provided that they serve no other purpose than to allow ride height adjustment. Bump stops are unrestricted.

6.31.4. Any shocks, including remote reservoir, may be used provided they attach to the original mounting points and the number remains the same as stock. Reinforcement of the stock shock mounting brackets is permitted. Struts may be modified to fit any legal shock insert. Vehicles that are factory equipped with a separate shock/spring combination may convert to single shock/spring combination provided it installs in the factory location of either the spring or shock

6.31.5. Any sway bar(s) may be used. The mounts for these may be welded or bolted to the structure of the vehicle. "Heim joint" type rod ends (spherical bearings) and any bushing material is allowed. Anti-roll bar end link attachment is open.

6.31.6. Stress bars may be added to stiffen the chassis.

6.31.7. On MacPherson struts, suspension mounting holes on top of the strut may be slotted, within the bounds of the original bracket/mounting point, for purposes of camber or caster adjustment. Additionally, slotted holes may be reinforced by "overlaying" metal and/or welding the original hole closed.

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

6.31.9. Other than those modifications specified by these rules and any series "Updates" and "Supplements" no other relocation of any suspension component or mounting point is allowed.

6.31.10. Parts that function for the sole purpose of steering may be reinforced independently. Any steering rack may be used provided it is available as an OEM part from the same manufacturer as the car.

6.31.11. Suspension bushing material is unrestricted. "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. Aftermarket arms made by Specialty Products Company are allowed. Suspension arms may be modified or replaced as long as they continue to use the stock pick up points (including the knuckle).

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

6.32. Fasteners and Gaskets

Fasteners are unrestricted provided they serve the same function as originally intended. Gaskets other than head gaskets are unrestricted. Any gasket must serve its original purpose only and may not provide a competitive advantage.

7. WEIGHT

7.1. All minimum weight measurements will be made with driver and must meet this weight at all times during qualifying and race sessions. The vehicle's minimum weight is set according to the horsepower output of the engine as declared by the entrant.

7.2. The method for calculating minimum weight for GT cars is specified in Appendix A. For all other classes, the first step is as follows:

- 7.2.1. Calculate the effective engine displacement.
1. If turbo or supercharged, multiply the engine's physical displacement by 1.7.
 2. If a rotary engine, after step 1 multiply the engine's physical displacement by 1.4.
 3. Otherwise, use the engine's physical displacement

7.3. ST class weight calculation

7.3.1. Multiply declared WHP by the weight ratio (for appropriate driveline type and effective engine displacement from 7.2.1).

ST Weight ratios

	Effective engine displacement		
	<2.9L	2.9L up to 3.4L	>3.4L
FWD	8.50	8.75	9.00
RWD	9.25	9.50	9.75
AWD	9.50	9.75	10.00

7.3.2. If the declared HP number is 95% of the factory rating or less for that engine, an additional 5% weight penalty will apply, unless excluded in VSS.

7.3.3. If the transmission is an H pattern type, deduct 100 pounds.

7.4. TC class weight calculation

- 7.4.1. Multiply declared WHP by the weight ratio (for appropriate driveline type and effective engine displacement from 7.2.1).

TC Weight ratios

	Effective engine displacement			
	<2.4L	2.4L up to 2.9L	2.9L up to 3.4L	>3.4L
FWD	10.25	10.50	10.75	11.00
RWD	10.75	11.00	11.25	11.50
AWD	11.00	11.25	11.50	11.75

- 7.4.2. If the declared HP number is 95% of the factory rating or less for that engine, an additional 5% weight penalty will apply, unless excluded in VSS.

7.5. SP class weight calculation

- 7.5.1. Multiply declared WHP by the weight ratio (for appropriate driveline type and effective engine displacement from 7.2.1).

SP Weight ratios

	Effective engine displacement			
	<1.9L	1.9L up to 2.4L	2.4L up to 3.2.9L	>2.9L
FWD	11.25	11.50	12.00	12.25
RWD	12.00	12.25	12.75	13.00
AWD	12.25	12.50	13.00	13.25

- 7.5.2. If the declared HP number is 95% of the factory rating or less for that engine, an additional 5% weight penalty will apply, unless excluded in VSS.

- 7.6. The above ratios and calculations may be changed at any time by the series administrators to keep the competition fair between cars.

- 7.7. Vehicles may be impounded by the series for further dyno measurements at any time during the season. Any vehicle found to be over their maximum stated horsepower at any time will be considered illegal.
- 7.8. Rewarding of Equalizing Weight Assigned to Reduce Driver Sensitivity (REWARDS) is a system used to provide tighter competition. Weight will be assigned to all participants who take the green flag for the main race. The change will be effective for the next USTCC round during the current season and apply to all sessions. It is the driver's responsibility to know their car's new minimum weight at each round of the series.
- 7.9. Total minimum weights will be calculated by adding the figures below to the base weight figure calculated from the HP number declared by the entrant/driver. There shall be no REWARDS weight assigned to the GT class.
- 7.10. After a second win in a season (in the same class), the driver shall earn 100 pounds of REWARDS. Each additional win (in the same class) will result in an additional 100 pounds of REWARDS until the 10% maximum has been reached. Once earned, the weight stays with the driver for the season.
- 7.11. The REWARDS weight will not be allowed to be compensated with more horsepower over the base weight. For example, if a car was given a 100 pound REWARDS weight addition, the entrant may not add the weight and add more horsepower.

8. TIRE ALLOCATION

- 8.1. Super Touring and GT category competitors are not restricted on the quantity of tires that may be used.
- 8.2. Touring and Sportsman category competitors are restricted to a maximum number of tires that may be used for the entire season. This maximum allocation applies to each entrant, whether the entrant is a single driver or a partnership of two drivers.

Number of races	Tires allowed
7 or less	14
8-9	16
10-11	18
	Cars over 3400 pounds allowed 2 additional tires

8.2.1. The restricted allocation applies to all official timed sessions (qualifying and races). Tires used during practice sessions do not need to be part of the allocation set.

8.2.2. Each competitor is free to choose when he/she competes using new tires within his/her maximum allocation.

8.2.3. Tires from prior years may be used, but will be counted toward current allocation if used during qualifying or race sessions, unless the competitor declares prior to the session that he/she doesn't want official results for that session.

8.2.4. Hankook Ventus Z206 rain tires will not be counted toward restricted allocation.

8.3. The serial numbers for each entrant's tire will be recorded and tracked. Every un-recorded tire used during qualifying and race sessions will be added to the entrant's allocation set, unless the competitor declares prior to the session that he/she doesn't want official results for that session. Entrants shall not cover over or obscure the readability of the serial number barcode on the sidewalls of the allocation tires.

8.4. The use of tires exceeding an entrant's season allocation limit will be treated as use of illegal equipment resulting in disqualification from the session where the excess tires were used.

8.5. The allowance of additional tire allocation, per entrant, to replace damaged tires will be at the discretion of the Competition Director. Tires that are flat spotted or crash damaged due to the entrant's own actions will generally not be cause for replacement. Tires that are damaged due to defects, flats not caused by wear, or as a result of collateral contact from another entrant's crash may be considered for replacement.

Appendix A

USTCC GT Rules

The USTCC GT category cars shall meet the same general rules as the Touring class cars with the following exceptions:

5.11.5. Refueling for GT cars will be as per NASA Endurance ES class rules for all races longer than 50 minutes. Refueling rigs are allowed. Maximum fuel on board at any time is 100 liters.

6.5.1. Fender lips may be modified for tire clearance by rolling or cutting. Fender flares are allowed. Maximum flare width is 5 inches per side.

6.5.4. There is no maximum height rule for rear wing in GT.

6.5.7. The diffuser may not protrude further rearward than six inches past the center of the rear bumper when viewed from above.

6.5.12 Body Panels - Body panels may be replaced with alternate materials provided they meet the stock appearance of the replaced body panel. Vented hoods are allowed. If using alternate materials, ballast is allowed.

6.7.5. Alternate dashboards are allowed.

6.12.3. Engines may run any turbo or turbo housing or supercharger.

6.12.4. Supercharged engines may run any supercharger.

6.13. Engines mounts are open.

6.15. 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. Dry sump systems may be used. Any engine oil components must be separated from the driver by a non-flammable bulkhead (Accusumps and gauges are exempt).

6.18. Engine management computers and wiring may be modified or replaced. Sensor values being fed to the OEM computer may be altered by external means.

6.24. Radiator and its location is open.

6.25. Clutch. Multiple disc clutches are allowed. SFI approved flywheels and scattershields are recommended.

6.28. Any differential(s) may be used. Alternate final drive ratios (ring and pinion) must be approved and listed on the VSS. Differential coolers are unrestricted.

6.29.4. The top center of the tire may not protrude beyond the fender when viewed from above. Fender flares may be added to cover the top center of the tires.

6.29.5. There is no spec tire for the GT cars. Any DOT-R or non DOT tire or racing slick may be used that fits on the required wheel.

6.30.4. Brake cooling fans are allowed.

6.30.6. Brake rotors may be replaced with steel rotors of any size. Rotors may be modified by slotting or cross drilling. Two Piece rotors may utilize an aluminum hat. Any brake caliper up to a six piston design may be used. Wheels may not be modified or machined to allow fitment of alternate components. Aftermarket ABS controllers may be used.

6.31.1. Any suspension arms may be used.

6.31.9. Suspension mounting points are open and may be altered from the original factory locations.

6.31.11. Any suspension arms may be used.

7. A base minimum weight will be calculated based on the following ratio and the horsepower declared.

Production Based Cars - PBC

FWD: 5.4 lbs. / declared whp

RWD Solid Axle: 5.8 lbs. / declared whp

RWD-IRS: 6.3 lbs. / declared whp

AWD: 6.5 lbs. / declared whp

Tube Frame/ Purpose Built Cars- TFR

FWD: 5.4 lbs. / declared whp

RWD Solid Axle: 6.0 lbs. / declared whp (5.3 if using 15 inch wheels)

RWD IRS: 6.6 lbs. / declared whp

AWD: 7.0 lbs. / declared whp

All calculated weights are rounded down to the nearest 5.0 lbs.

Production Based Cars (PBC) is defined as any automobile whose primary purpose is to be a street driven vehicle. Kit Cars which are intended for street use are classified as PBC (examples: Noble or Factory 5 GTM)

Tube Frame/Purpose Built Race Cars – (TFR) is defined as any car whose primary purpose is as a racing car. (examples: any stockcar chassis, DTM or similar, , Viper Competition Coupe, Custom Tube Frame Chassis stock body racecars). TFR cars must have a legitimately represented silhouette of a production car that is less than 8 years old.

International GT4 cars will be legal in GT class.

Appendix B

USTCC Sportsman (SP) Rules

1. There are no cash prizes for the SP class.
2. Entry fee for the SP class shall be lower than the TC class when possible.

Appendix C

USTCC Super Touring (ST) Rules

The USTCC Super Touring category shall meet the same general rules as the Touring class cars with the following exceptions:

1. Dry sump oiling system is allowed without penalty.
2. Differential ratio does not need to follow the VSS. Each team must declare their differential drive ratio on the season registration form. This number may be changed during the season as long as it was declared.
3. Body panels may be replaced with alternate materials provided they meet the stock appearance of the replaced body panel.
4. All cars may add fender flares (65 mm width maximum per side). Flares will be measured from the top compared to OEM. If fenders are widened, unmodified OEM fender must be available by the entrant to verify compliance.
5. The diffuser may not protrude further rearward than six inches past the center of the rear bumper when viewed from above.
6. Radiator and its location is open.
7. Multi disc clutches are allowed.
8. Brake cooling fans are allowed.