



2010 RULES

Sanctioned by



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SECTION 2: AMERICAN TOURING CAR CHAMPIONSHIP RULES

SECTION 2.1: PURPOSE

2.1.1: INTENT – It is the intention of the ATCC to provide American road racing fans with an exciting national touring car championship that showcases the best drivers racing readily available production-based touring sedans. ATCC automobiles shall, at all times, be in compliance with the specifications contained within their factory Shop/Service Manual(s) except as modified by these rules. Factory Shop/Service Manuals may come in the form of printed material, microfiche, CDs, DVDs and/or Internet access to manufacturer sponsored web-based databases. It is the responsibility of the competitor to provide the electronic device capable of accessing the data for compliance verification. In the case of service circulars, recalls, etc., the burden of proof of validity shall be upon the competitor

2.1.2: VIN NUMBERS - Two (2) Vehicle Identification Number (VIN) plates or stampings must be in place on all vehicles, and must correspond with the model year as classified. The tenth (10) position letter of the VIN shall be used to determine the model year of the car ("W" = 1998, "X" = 1999, "Y" = 2000, "1" = 2001, "2" = 2002, "3" = 2003, etc.)

2.1.3: CAR ELIGIBILITY – Cars classified for the Championship are listed in Table 2.1. Eligibility of cars may be discontinued at any time and for any reason. "Special Performance" specifications from the manufacturer which go beyond those listed in Table 2.1 are not permitted. The team will be held responsible should it be determined that a manufacturer is supplying false specifications to competitors or to USERA. Such false specifications must be withdrawn or the eligibility of the car(s) involved may be terminated. All cars classified must have four wheels not in line. Cars built to FIA Art. 263 Super 2000 and FIA Art. 263 D Diesel 2000 rules may be allowed participate with permission by the Director of Competition provided the car is not currently otherwise already classified in the series by USERA and provided the car is not built beyond the scope and intent of these rules (i.e., does not have a sequential gear box).

2.1.4: CAR PERFORMANCE – USERA does not guarantee that all cars classified will be competitive, including any car's ability to establish fastest laps during qualifying, earn podium finishes or win races.

SECTION 2.2: CHAMPIONSHIP POINTS

2.2.1: SERIES POINTS

Driver Championships, Team Championship, Manufacturer and State Championship points will be awarded based on final official finishing positions at each event as follows:

| | | | | | |
|------|-----------|------|-----------|------|-----------|
| 1st | 55 points | 15th | 26 points | 29th | 12 points |
| 2nd | 52 points | 16th | 25 points | 30th | 11 points |
| 3rd | 49 points | 17th | 24 points | 31st | 10 points |
| 4th | 46 points | 18th | 23 points | 32nd | 9 points |
| 5th | 43 points | 19th | 22 points | 33rd | 8 points |
| 6th | 40 points | 20th | 21 points | 34th | 7 points |
| 7th | 38 points | 21st | 20 points | 35th | 6 points |
| 8th | 36 points | 22nd | 19 points | 36th | 5 points |
| 9th | 34 points | 23rd | 18 points | 37th | 4 points |
| 10th | 32 points | 24th | 17 points | 38th | 3 points |
| 11th | 30 points | 25th | 16 points | 39th | 2 points |
| 12th | 29 points | 26th | 15 points | 40th | 1 point |
| 13th | 28 points | 27th | 14 points | | |
| 14th | 27 points | 28th | 13 points | | |

Points are also awarded for: Pole Position: 2 points
Leading Any Lap: 1 point
Leading The Most Laps: 1 point

Only the highest finishing car of each manufacturer and home state will earn Manufacturer Points and Home State Points respectively. Manufacturers will also earn pole position points but do not accumulate points for laps led.

2.2.2: ELIGIBILITY TO EARN POINTS – All teams must register for the Championship to be eligible to earn Team Points. All drivers will earn Driver Points. Drivers must run half of the races in order to earn any year-end driver awards.

2.2.3: AWARDING OF POINTS – For multiple driver races, drivers sharing a car will earn the same points. Each car will earn Team Points individually. To earn points, a driver must be in the car for at least thirty (30) minutes prior to the completion of the checker flag lap. Time in the car on pre-start parade laps and post-checker flag cool down laps do not count. The driver's car does not have to be running at the conclusion of the race to be declared a finisher.

2.2.4: TIES - In the case of ties in the final driver or team point standings, such ties shall be resolved according to the driver's, or team's record of first-place finishes then, if necessary, second place finishes, and so on until the tie is broken.

2.2.5: TROPHIES – Trophies will be awarded to the top three overall finishers for each event. USERA may also award additional trophies as specified in the event supplemental rules.

SECTION 2.3: RACE FORMAT AND OPERATION

2.3.1: RACE FORMATS – Typical race weekends will consist of two races. The grid for Race 1 will be established by the times set in an official qualifying session. If the event provides more than one qualifying session, the fastest time from the combined qualifying sessions will establish the starting grid for Race 1. The grid for Race 2 will be set by the finishing order of Race 1. Any unresolved protests pending from Race 1 will not affect the grid for Race 2.

2.3.2: RACE LENGTH - Races will be from thirty (30) minutes to one (1) hour in duration unless otherwise specified in the Supplementary Regulations. Races may be shortened as necessary to accommodate any media, promoter scheduling or inclement weather issues. The race clock may be stopped and restarted at the discretion of the Director of Competition.

2.3.3: PRE-RACE CEREMONIES - Pre-race ceremonies, such as mandatory driver and crew chief meetings, media events, driver autograph sessions and/or post-qualifying media interviews will be defined in the event Supplemental Regulations. Teams failing to participate in pre-race ceremonies may be penalized.

2.3.4: POST-RACE CEREMONIES - At the conclusion of each qualifying session and race, the top three finishers, as well as any special award winners, shall attend winner's circle ceremonies as directed by USERA Officials. Following the post-race awards ceremony, the top three finishers may be required to attend a post-race press conference as directed by USERA Officials.

2.3.5: OFFICIAL EVENT SESSIONS – Cars are required to be in compliance with these specifications during all official event sessions. Only drivers entered for the event may drive the car, and drivers, including drivers on the same team, may not switch cars without the express written permission of the Director of Competition.

2.3.6: EVENT TIRES - Teams may practice on any number of tires. For qualifying and the remaining races, teams are permitted ONLY FIVE dry weather tires per event weekend. Teams shall declare, and Race Officials shall mark, their five official dry tires prior to qualifying. Teams may use those five (5) tires through the conclusion of the race weekend in any combination. Tires may be changed as needed during the race(s). Teams shall leave the tires used for qualifying, and/or the race(s), mounted on the car until the car has cleared the post-session technical inspections, or if the car is not required to go through a post-session technical inspection, released from pit lane by a USERA Official. Any team needing to start a race on a non-marked tire will forfeit their starting position and be placed at the back of the starting grid in an order determined by the Director of Competition. Any number of wet or intermediate tires may be used.

SECTION 2.4: RACE START PROCEDURES

All ATCC races will start using a standing start procedures defined in these rules. Standing Start Procedures include: Pre-Grid, Presentation Lap, Formation Lap and Race Start.

2.4.1: PRE-GRID - Pre-Grid open will generally be 30 minutes prior to the scheduled race start time. Any sign or flag display procedures will be defined in the event supplemental regulations. Pre-grid will close 15 minutes before the scheduled race start time. Cars failing to arrive at pre-grid before it closes shall be directed to pit lane and shall start the race from pit lane in the order that they arrive on pit lane. Once pre-grid has closed, positions for late, or no-show, cars shall remain open. No work may occur on any car once the pre-grid closes or while it is in the starting grid area.

2.4.2: PRESENTATION LAP - Presentation lap will begin approximately 10 minutes prior to the scheduled race start time. The Presentation Lap will be one lap of the racetrack at approximately 45 miles per hour. The cars shall maintain formation, following the pace car. No tire warming, overtaking, weaving, or practice-standing starts will be permitted. Cars will arrive at the starting grid and proceed at 5mph through the flag bearers. All engines are to be switched off as soon as cars arrive at their start boxes. Cars not able to leave pre-grid when it is time to start the presentation lap shall start the race from pit lane. No passengers are allowed in the racecar during the presentation lap.

2.4.3: PRE-START CEREMONIES - Each team may be required to have a flag bearer, for each car, carrying the state flag of the home state, province or country for each team or driver. Flag bearers must be at least 16-years of age and have signed the event waiver, or have a current USERA membership card. Flag bearers must wear a team shirt. When directed, bearers will proceed to the starting grid holding the state flags upright at their assigned start box. A warning will be issued, at which time all team personal except the flag bearers must leave the starting grid.

2.4.4: FORMATION LAP - The series announcer, or other VIP, will command drivers to start their engines. When all engines have been started, the grid officials will signal the drivers to begin the formation lap. During the formation lap the field will maintain the speed set by the pace car, or lead car if no pace car is available. **Practice of standing starts while leaving the grid on the formation lap is EXPRESSLY PROHIBITED.** Any driver executing a practice standing start will be black flagged and forced to start the race from pit lane.

All flag bearers will leave the grid after the final car has left the grid. Tire warm up is permitted during the formation lap once the cars exit the front straight. Cars with mechanical problems, that cannot start the formation lap on-time, or are unable to maintain the speed of the formation lap, shall enter pit lane and start the race from pit lane. Once a car has dropped back from its original grid position, it may not regain that original position and must start from pit lane. If a car falls out of its original grid position, that position shall remain open.

During the approach to the starting grid, the cars will be directed to slow, close formation, and be stopped at their assigned starting position by a USERA Official. Once a car stops in its grid position, regardless of where within the grid it stops, it shall not move. Cars that overshoot their marks may NOT reverse back into position. All cars shall line up directly behind the car in front of them. Cars that deliberately form up a significant distance behind their mark, angle in, or in any other way try to gain an advantage at the start will be subject to a stop and go penalty.

2.4.5: START PROCEDURE - The start will be signaled using a series of panels of

RED lights at the front of the grid and approximately mid-field. The RED lights will be switched on. Between 2 and 6 seconds later the RED lights turned off signaling the start of the race. No car may move until the RED lights are switched off. Any car judged to have jumped the start will be subject to a stop and go penalty. Start judges may be used per the USERA Sporting Regulations.

2.4.6: DELAYED START - If it is determined during the formation lap or the approach to the grid, but before the RED lights have been switched ON, that there is a reason for delaying the start, the Starter shall signify this by waving double yellow flags from the start stand. Any car deemed responsible for the delayed start may be assessed a penalty. Under no circumstances will any start be delayed once the RED lights have been switched on. At the discretion of the Director of Competition, the race length may be shortened to accommodate the delay.

Drivers shall remain in their cars and no work may be performed unless otherwise directed by the Director of Competition.

When the start delay is resolved, a green flag will be held by the starter. Grid officials will signal drivers to restart their engines, and when it is confirmed that all cars have restarted their engines, the original start procedures will resume.

2.4.7: FALSE START - A false start occurs when a driver under the Starter's orders moves in any direction before the RED lights are turned off. Should the Director of Competition or any start judge determine that a false start has occurred, the driver will be black flagged and held at pit out for a period of one minute. The Director of Competition may levy additional penalties at his discretion.

SECTION 2.5: TECHNICAL SPECIFICATIONS

2.5.1: AUTHORIZED MODIFICATIONS – The rules set forth herein define the only permitted modifications and safety items allowed. All adjustments shall be made at the manufacturer's specified tolerances except as permitted in these rules. All modifications not specifically permitted in these Rules are expressly prohibited.

2.5.2: ECU – Stock engine management units (ECUs) may be replaced with aftermarket systems. If an aftermarket system is used, the stock engine wiring harness may be altered or replaced.

2.5.3: UPDATING/BACKDATING - Updating and/or backdating of components is only permitted within cars of the same make and model as listed on a single specification line from Table 2.1 unless specifically allowed by these rules. Interchanging of parts between engines of varying displacements is prohibited.

2.5.4: DATA ACQUISITION

2.5.4.1: SYSTEMS – Cars may be equipped with data acquisition systems, consisting of a data logger, sensors and required wiring. Data loggers may be integrated with the engine management system and instrumentation. The use of telemetry is forbidden, unless provided and installed by TV for broadcast purposes.

2.5.4.2: DATA COLLECTION – Team shall make any and all data, configuration files, logging channels, etc., including the necessary system related software, available to USERA upon request at any time during any event. Such ECU information may be provided in USB devices or CD. USERA reserves the rights to collect, inspect, redistribute, or otherwise share any collected data with any series participant. All vehicles logging data shall as a minimum log the following data at a rate of 10hz or higher:

- Lap time
- Engine speed (rpm)
- throttle position
- Lateral acceleration
- Longitudinal Acceleration
- One front wheel speed
- One rear wheel speed

Cars utilizing forced induction must also log manifold pressure at a rate of 10Hz or higher.

Front and rear wheel speeds may be substituted for GPS based vehicle speed. The data system must have enough memory to record a full track session. The wheel speed sensors/triggers must have enough resolution to show wheel slippage. Supercharged/Turbocharged vehicles shall also log engine temperature, manifold pressure and inlet air temperature.

SECTION 2.6: ENGINE

2.6.1: COMPONENT MODIFICATIONS - Overhaul procedures beyond those allowed by these rules which in the slightest way could increase performance beyond factory specifications shall not be utilized. Engines are allowed to overbore up to .030 maximum. Aftermarket pistons may be used provided they remain identical in weight, dimension and form. Porting and/or polishing is not permitted. Blueprinting and balancing is allowed. No engine component(s) shall be modified in any manner that is not specifically permitted or authorized by the Factory Service Manual, a legitimate Factory Technical Bulletins or these rules.

2.6.2: INDUCTION SYSTEM

2.6.2.1: INTAKE TRACT - All air entering the intake tract shall pass through the fuel injection air inlet. Blockage of the intake air flow must lead to rapid stalling of the engine caused by lack of air flow. Ram air induction is not permitted.

2.6.2.2: AIR FILTER ELEMENT - The air filter element is unrestricted. No ducting or baffling of air to the air filter is permitted.

2.6.2.3: AIR BOX – The air box system is unrestricted on normally aspirated cars.

2.6.2.4: OEM AIRFLOW METER - The OEM airflow meter must be used. The position of the air flow meter may be moved provided it remains attached to the air intake tube.

2.6.2.5: INTAKE AIR RESTRICTOR – If required on the specification line, the air restrictor of the proper size as defined in Table 2.1 shall be placed between the throttle body and plenum. All intake air must pass through the restrictor plate. Restrictors may be measured hot, and will be allowed a diameter up to 0.1mm (0.004 in) larger than the required diameter. Restrictor diameter may be smaller than the required diameter.

2.6.2.6: SUPERCHARGED/TURBOCHARGED CARS – Supercharged or turbocharged cars must be OEM complete including the OEM factory airbox. Superchargers must use OEM pulleys. Supercharged and turbocharged vehicles may be required to install a restrictor plate and/or run with boost and/or rpm limits as specified in Table 2.1. Any device that controls boost levels other than the production parts are not permitted

2.6.3: FLUID, HOSES, FILTERS AND DRIVE BELTS - Fluid hoses and clamps, oil filters, fuel filters, and engine drive belts may be substituted with others of equivalent OEM specifications. Cosmetic engine covers made of plastic may be removed.

2.6.4: FUEL LINES – Standard fuel lines and hoses may be replaced with armored lines that maintain the OEM inside dimensions and original OEM fuel line routing. When flexible, all fuel lines must have threaded connectors and armored braid. Fuel lines may not be routing through the cockpit.

2.6.5: FUEL TANKS – Racing fuel cells are recommended and required unless the stock fuel tank is located between the axle centerlines, and within the main chassis structure (e.g. frame rails). Additional straps and/or protection may be required. Proper bracing to protect the fuel tank in the event of a rear-end crash is required. If a fuel cell is installed in the rear hatch/rear trunk area, the OE floorpan in that area may be replaced with metal in order to make it easier to mount the fuel cell and close out the area around the fuel cell. If the stock fuel tank is replaced, the fuel cell must be installed in the same location as the OE fuel Tank. There must be a metal bulkhead completely separating the cockpit from the compartment containing the fuel tank/cell. If using a fuel cell, any fuel pump(s) may be used. Safety fuel cell foam is permitted in the OEM fuel tank.

2.6.6: IGNITION/ELECTRICAL SYSTEM

2.6.6.1: WIRES AND PLUGS - Ignition wires and spark plugs may be substituted. The use of resistor or non-resistor-type plugs is permitted.

2.6.6.2: TIMING - Ignition timing is unrestricted within the stock adjustment range.

2.6.6.3: BATTERIES - Batteries may be replaced with those of an alternate manufacturer, provided they are of similar amp-hour capacity, size, and weight and are fitted in the standard location.

2.6.7: EXHAUST SYSTEM – The factory exhaust system beyond the OEM front down pipe may be replaced, including replacing the catalytic converter(s), with a pipe that has the same diameter inlet and outlet as the factory system it is replacing.

2.6.7.1: FACTORY CONFIGURATION - The replacement system must retain the original factory configuration. Double pipe systems may be replaced with single pipe systems.

2.6.7.2: TUBE DIAMETER - The outside diameter of the exhaust tubing may not exceed the outside diameter of the factory exhaust tubing.

2.6.7.3: INSTALLATION - The system must follow the original path of the factory system and must exit from beneath the body in the same approximate location(s) as the original system.

2.6.7.4: EXPANSION CHAMBERS - No expansion chambers. A single muffler may be added.

2.6.7.5: SOUND - The system must meet event sound ordinances.

2.6.7.6: CAT REPLACEMENT TUBE – A cat replacement tube may be installed.

2.6.7.7: HEAT SHIELDS - Original exhaust system heat shields may be removed.

2.6.7.8: POST CAT OXYGEN SENSOR – The post catalytic converter oxygen sensor may be disabled, replaced or removed. If removed, the resultant hole may be plugged.

2.6.7.9: CALIFORNIA EMISSIONS – Vehicles with California emissions equipment may substitute the OEM California manifold and catalytic converter with the factory Federal OEM exhaust manifold.

2.6.7.10: FORCED INDUCTION CARS – turbocharged/supercharged cars must compete using the standard OEM production exhaust system excluding the catalytic converters and mufflers.

2.6.8: CLUTCH SYSTEM – The clutch may be replaced with an aftermarket clutch that is interchangeable (using the same mounting holes) and the same dimension of the OEM component. Original flywheel/clutch assembly may be replaced with an aftermarket assembly provided it is within eighty percent of the weight of the original and utilizes the OEM starter motor. The addition of an external scatter-shield is permitted and recommended.

2.6.9: DECKING/MILLING - The engine block and/or cylinder head may be decked/milled to achieve the factory specified compression ratio for the correct model year.

2.6.10: INTAKE/EXHAUST PORT MATCHING - The intake and exhaust ports may be ported a maximum of one (1) inch from the combustion chamber surface. The one (1) inch will be measured down from the center of the port opening. The valve guide may be machined as part of this porting.

2.6.11: CAMSHAFTS - All camshafts, cam gears, valve sizes, seat dimensions, and angles shall be in conformance with the specifications and procedures outlined in the vehicle's Factory Service manual.

2.6.12: VARIABLE CAM TIMING -Variable cam timing (VTEC, VANOS, etc.) and variable length intake manifolds may be partially, or wholly, disabled. Variable cam timing systems that use multiple cam lobes for each valve(s) may remove lobes from the camshaft(s) that are not being used.

2.6.13: CAST IRON CYLINDER LININGS - Cast iron cylinder linings (sleeves) may be installed to restore damaged or worn cylinder bores to their original factory spec dimensions.

2.6.14: A/C UNITS - The factory air conditioning systems may be removed. Items that serve a dual purpose, such as the alternator/air conditioning compressor bracket, may not be substituted. The gaps around the radiator that are created by the removal of the air conditioning condenser and related items may be sealed with foam.

2.6.15: EMISSION CONTROL DEVICES -All emission control devices may be removed and the resulting holes plugged.

2.6.16: GASKETS AND SEALS - Replacement gaskets and seals are free, including head gaskets. Replacement gaskets and seals must be made out of material(s) designed to seal the parts of an engine. Replacement gaskets and seals may not perform any other functions. Head gaskets may be used to adjust engine compression ratio.

2.6.17: OIL SYSTEM - Oil pan and oil pickup may be baffled, modified, or replaced to prevent surge. OE oil pump may be replaced with an OE-style oil pump but may not be modified. Engine oil Accu-sump system and valve is permitted.

SECTION 2.7: COOLING SYSTEM

2.7.1: RADIATOR - Any radiator may be used, provided it is mounted in the original location, maintains the same plane as the original core and requires no body or structure modifications to install. Any openings created by fitting an alternate radiator shall be blocked to prevent air from entering the engine compartment. At least one (1) stock cooling fan must be maintained in the stock mounting location. The aftermarket radiator may be modified, if necessary, to mount the stock cooling fans.

2.7.2: THERMOSTAT - Thermostats may be modified, removed, or replaced.

2.7.3: RADIATOR SCREEN - A radiator screen of one-fourth (1/4) inch minimum mesh may be added in front of the radiator and contained within the bodywork.

2.7.4: COOLANT - Engine coolant fluid, coolant/heater hoses and clamps may be substituted.

2.7.5: HEATER CORE - Heater core may be bypassed but it may not be modified or removed. Aftermarket defrosters may be installed provided they circulate air through the OEM dash vents. Heater water control valve(s) may be added or substituted.

2.7.6: OIL COOLERS - Coolers for the engine oil are free in number, type and location, provided they do not alter the external appearance of the car.

2.7.7: TRANS/DIFF COOLERS - One (1) transmission and one (1) differential cooler are permitted. Vent and/or breather lines may be added to the transmission and/or differential.

2.7.8: FUEL COOLING - Cooling of fuel is prohibited.

SECTION 2.8: TRANSMISSION/FINAL DRIVE

2.8.1: TRANSMISSIONS - Only manual transmissions are allowed. Unless otherwise specified on the vehicle's specification line in Table 2.1, the transmission ratios shall be as delivered as standard equipment by the manufacturer.

2.8.2: FINAL DRIVES -Unless otherwise specified on the vehicle's specification line in Table 2.1, the final drive ratio shall be as delivered as standard equipment by the manufacturer. Limited slip or posi-traction differentials are permitted. Locked differentials are not allowed. Cars utilizing forced induction and all-wheel drive shall use open differentials front and rear.

2.8.3: VISCOUS DIFFERENTIALS - Viscous limited slip differentials are prohibited.

SECTION 2.9: CHASSIS AND SUSPENSION

2.9.1: SHOCKS AND SPRINGS - Shock absorbers and struts are free. Driver adjustable systems, and/or electronically controlled shocks are not permitted. If a reservoir/adjustment canister is used, only one may be used per shock. The shocks at each individual wheel may not be connected to another shock in any way. The use of any shock absorber bushing material is permitted. Note: the bushing attaching the end of the strut to the body or frame on a strut-type suspension system is considered a suspension bushing, not a shock absorber bushing. Suspension springs are free. Coil-over units may be added to supplement, or replace, OE springs.

2.9.2: ANTI-ROLL BARS AND END LINKS - Anti-roll bars and end links are free, and may be added, removed, or substituted. Driver adjustable bars are not permitted. Welded in sway bars are not permitted unless OEM in which case no modification is allowed.

2.9.3: SUSPENSION ALIGNMENTS - Suspension alignments (camber, caster, toe) are unrestricted within the limits of the unmodified factory adjustments.

2.9.4: SUSPENSION RELOCATION - No relocation or reinforcement of any suspension component or mounting point is permitted. No spherical rod ends or similar applications are permitted with the exception of shock and sway bar ends. Suspension geometry and range of travel shall not be altered.

2.9.5: POWER STEERING - Manual or power steering racks may be used. Power steering racks may be converted to manual by removing all power steering components.

2.9.6: CAMBER ADJUSTMENT PLATES - Slotted plates may be added to original shock mounts on front and rear shock towers for camber/caster adjustment. Removable braces between the opposite strut tower points, front and/or rear, are allowed. The front brace may have a brace from the front shock towers to the center of the front firewall. Offset ball joints may be used for camber adjustment.

2.9.7: CHASSIS REPAIRS - All chassis, structural or electrical repairs shall be in concurrence with factory procedures, specifications and dimensions. Unless specifically authorized by the manufacturer for repair, or allowed by these rules, only bolt-on chassis reinforcement systems are permitted. Seam welding is permitted provided no metal is added.

2.9.8: BUSHINGS - Suspension bushing, sub-frame bushing, engine mount, transmission mount or differential mount may be replaced with non metallic substitutes of the same dimensions that do not require modification to any other component. The replacement bushing may not change or offset the location of any component.

SECTION 2.10: BRAKE SYSTEM

2.10.1: BACKING PLATES - Backing plates and dirt shields may be ventilated or removed.

2.10.2: BRAKE LINES - Brake lines may be replaced with Teflon lined metal braided hoses. Quick couple brake line connectors are prohibited.

2.10.3: PARKING BRAKES - Parking brakes, mechanisms, and actuating components may be removed.

2.10.4: BRAKE FLUID AND BRAKE PADS - Any brake fluid and brake pad material may be used. Brake pad backing plates must be steel.

2.10.5: ROTORS - Aftermarket brake rotors may be used provided they are the exact equivalent of the OEM rotors. One-piece rotors may be replaced with two-piece design (hat and disc).

2.10.6: BRAKE DUCTING - Air ducting to the brakes is permitted. Front brakes may be ducted either through the front OEM parking or fog light openings or the underside of the front bumper. Fluid or fan cooling of the brakes is prohibited.

2.10.7: ABS SYSTEMS - Only factory ABS systems are permitted. ABS systems may be removed or disabled.

2.10.8: BIAS SWITCHES - Driver adjustable brake bias units are allowed. The balance of braking forces between any wheels on the same axle is prohibited.

2.10.9: BRAKE LINE LOCKS - Brake line locks, electric, hydraulic, etc., may be used to aid in holding the car in place during the standing start.

SECTION 2.11: WHEELS AND TIRES

Any wheel not exceeding the specified diameter and rim width on the vehicle's specification line may be used within the following limitations:

2.11.1: RIM SIZE - 17" x 8". The minimum weight of the wheel shall be fifteen (15) pounds without spacers.

2.11.2: WHEEL CONSTRUCTION - The wheel material is limited to aluminum or steel and the alloys of those materials. No modifications (including grinding) are allowed on a vendor-supplied wheel. Single or multi-piece wheels are permitted.

2.11.3: TIRE - Any DOT approved racing tire with a minimum "U" rating is permitted. Racing, recapped or re-grooved tires are not permitted. The brand of tire and tire pressures are unrestricted. Tire size is unrestricted. The same size tire shall be used on each axle (front tires need not be the same size as rear tires). The only modifications allowed to tires are having treads "shaved" or "trued".

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

2.11.5: LUG BOLTS AND STUDS - Cars equipped with lug bolts may convert to wheel studs and lug nuts. Wheel studs may be replaced with longer studs as necessary to fit optional wheels. The lug bolts or studs may not protrude beyond the outer plane of the wheel. Wheel spacers may be used for purposes of adjusting track.

SECTION 2.12: BODY AND STRUCTURE

2.12.1: FENDERS - Fenders and wheel openings shall remain unmodified. It is permitted to roll under, or flatten, any interior lip on the wheel opening for tire clearance. Non-metallic inner fender liners may be removed.

2.12.2: BODY REPAIRS - Body repair shall be performed using every reasonable effort to maintain stock body contours, lips, etc. Any body repair modifications having as its purpose increased clearance is prohibited. Gaps or openings shall not be increased, decreased, or eliminated through realignment of components. Normally occurring gaps or seams shall not be taped over. All bodywork and windows shall be sufficiently rigid, adequately supported, and properly secured such that it does not noticeably flutter, move, or deform while the vehicle is in motion.

2.12.3: APPEARANCE - Cars shall be presented for competition neat, clean and undamaged. Cars may be painted any color(s) and shall comply with all decal placement requirements at all times. Bodywork may be updated to the most current design without re-classifying the car, provided that the bodywork bolts onto the chassis without modification. Any upgraded bodywork must be run in its entirety. Parts may not be mixed between year models unless specifically permitted in Table 2.1.

2.12.4: SUNROOFS, TARGA AND T-TOPS - Sunroofs, Targa tops, and T-tops are only permitted if installed by the manufacturer of the vehicle. If installed they must be retained on the vehicle, run in the closed position, and securely bolted in place unless the operating rails adequately secure the panel. A metal panel of equal size and shape must replace the transparent portion of a factory-installed sunroof. Sunroof slide mechanism may be removed.

2.12.5: RIDE HEIGHT - Minimum ride height is three and half (3.5) inches. Ride height will be measured from the lowest part, or component, of the car excluding suspension and complete wheels. Ride height will be measured with the driver and driver gear in the vehicle and the tire pressures set at 34 psi. Cars must meet the minimum ride height requirements whether rain or dry tires are used.

2.12.6: MOLDINGS - Non-essential body items and trim may be removed including attaching brackets and supporting structure. Any holes in bodywork exposed by the removal of these items shall be covered up, or filled in.

2.12.7: HOOD AND TRUNK - Hood inner plastic liner may be removed. The hood and trunk/deck lids may be replaced with non-metallic composite parts provided OE profiles are maintained. Latches and hinges for the hood and trunk/decklid are not required to be used. If latches and hinges are not used, a minimum of four (4) pins shall be used to secure the hood or trunk.

2.12.8: DUCTING - Ducting may be added to provide fresh air to the driver compartment. This ducting shall be located in the driver and/or passenger vent window area by a means of a transparent/alternate vent window material and duct with no modifications to the bodywork. To improve driver exit through the window area, the driver vent window and vertical window supporting frame may be removed as a pair. If removed, ducting may be in the passenger side vent window only.

2.12.9: FUEL FILLER TRAP DOOR - The unleaded fuel filler trap door and restrictor plate in the fuel tank filler neck may be removed. Dry Brake refueling systems may be installed. If a Dry Brake system is installed, the fuel door cover must be retained.

2.12.10: REAR WING - All cars may install and run a spec series rear wing. The rear wing may not extend beyond the top outer perimeter of the rear tires, shall not extend beyond the furthest part of the rear bumper, and must be two (2) inches lower than the highest point of the roof line. Hatchback rear wings shall not extend higher than four (4) inches above the highest point of the roof line. Permitted rear wings include:

| | |
|--------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| AR Performance, Inc. Part: GT-U and GTC200 (909) 594-3796 sales@arperformance.com | King Motorsports Part: 84112-XK5-KOSO (262) 522-7558 info@kingmotorsports.com |
| RealTime Racing Part: RTR0411H / RTR0411S (262) 268-2000 nbrealtime@earthlink.net | Wheels America / Murillo Racing Part: WAR1020 (707) 280-6783 fisystems@aol.com |
| Crawford Composite Part: CC612 (704) 483-4175 info@crawfordcomposites.com | Rotora, Inc. Part: BA2-57L05 or BA2-63L05 1-909-465-6328 sales@rotora.com |

2.12.11: FRONT SPLITTER - Front splitters are not permitted.

2.12.12: REAR DIFFUSER - Rear diffusers are not permitted.

2.12.13: AERODYNAMICS - Any OEM or aftermarket front or rear nose and side body rocker panel pieces may be used provided they attach to the car using factory OEM mounting points. Front and rear bumper extensions are not allowed. Front or rear dive planes are not allowed. Wheel fender flares are not allowed. Bumper brackets may be modified, but bumpers must remain in OE locations.

2.12.14: WINDSHIELD WIPERS - Each car must be fitted with at least one working windshield wiper motor. Wiper blades, arms and associated hardware may be substituted freely, or removed for dry races. Rear/hatch wiper systems may be removed.

2.12.15: UNDERBODY PANELS - OE underbody trim panels designed to smooth under car airflow must be removed from the front axle centerline, rearward. This does not include panels designed to specifically cover fluid hoses and lines. If a panel serves to cover fluid hoses/lines and smooth the underbody airflow, the panel must be trimmed to only protect the fluid hoses/lines.

SECTION 2.13: COCKPIT/TRUNK

2.13.1: DRIVER'S SEAT - The driver's seat shall be replaced by an approved racing-type seat. The seat may be a high-back, bucket-type racing seat that incorporates an integral headrest, or a low-back seat with shoulder support and a separate headrest capable of withstanding 200 lbs. of rearward force. Seat and seat padding must be made from, or covered with, a fire-resistant material. The driver's seat must be firmly mounted to the structure of the car. In cars where the seat back is upright, the back of the seat must be firmly attached to the main roll hoop or to its cross bracing so as to provide aft and lateral support. Seats homologated to, and mounted in accordance with, FIA spec 8855-1999 need not have the seat back attached.

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

2.13.3: MIRRORS - Any interior and/or exterior mirrors may be used. Two (2) external mirrors (left and right) are required to be mounted in the OEM positions, using the OEM bolt holes, and must be positioned so that the driver can see objects along both sides of the vehicle. Interior mirror may be replaced with a multi-plane type mirror, but must not extend beyond the confines of the interior.

2.13.4: INTERIOR - With the exception of the dash, all internal components, including carpets, center consoles, cargo bins, OEM seat belts, floor mat, radio system and speakers, headliners, dome lights, grab handles, sun visors and their insulating and attaching materials may be removed. Other than to provide for the installation of required safety equipment, no other driver/passenger compartment gutting or alterations are permitted.

2.13.5: WINDSHIELDS - OE-type safety glass windshields or 6mm (1/4") minimum thickness Lexan replacement, mounted in the stock location, at the stock angle and maintaining the stock profile, may be used. If using Lexan, the windshield must be clear and untinted. If using an OE-type safety glass windshield it shall not be tinted anymore than the minimum amount used on the production vehicle (e.g. the tinted area that is at the top of all windshields). If the OEM-type windshield is deemed to be too dark, the use of a Lexan replacement may be mandated.

SECTION 2.14: WEIGHT

2.14.1: DEFINITION OF WEIGHT - The following definitions are used when discussing the weights related to competition vehicles:

2.14.1.1: VEHICLE BASE WEIGHT - Absolute minimum weight of the vehicle less fuel as defined in Table 2.1. Base weight includes the vehicle WITH the driver all of the driver's personal safety gear, AND any driver comfort/cooling system(s).

2.14.1.2: BALLAST - Additional weight added to the vehicle in order to reach the Vehicle Base Weight. Fuel may not be used as ballast.

2.14.1.3: COMPETITION ADJUSTMENT BALLAST (CAB) - Additional weight added or removed to a vehicle based on the overall finishing position of a driver in their last race. CAB weight is assigned to a driver, and if that driver switches cars, CAB weight follows the driver.

2.14.2: CHANGING WEIGHT - The adding or removal of any piece or part of the car which is materially heavier or lighter, during qualifying or race sessions, with the intent of altering the weight of the vehicle, is forbidden.

2.14.3: BALLAST LOCATION AND INSTALLATION - Ballast weight may be securely mounted anywhere inside the confines of the bodywork or underside of the race vehicle. Ballast may be permanently attached or attached in such a way that tools are required for its removal. The location/configuration of ballast shall not perform a function that is not otherwise approved in these rules (i.e., ballast may not be used to strengthen any part of the vehicle). If not permanently mounted to the vehicle, ballast shall be securely mounted with a minimum of two (2) one-half (1/2) inch diameter bolts with positive lock nuts of SAE Grade 5 or better and shall use large diameter load distributing washers.

2.14.4: CAB WEIGHT

2.14.4.1: ADDITION/REMOVAL SCHEDULE - CAB weight, in pounds, shall be added or reduced based on the following finishing positions:

| | | | | | | |
|-----------------|-----------------|-----------------|----------------------------------|-----------------|-----------------|-------------------|
| 1 st | 2 nd | 3 rd | 4 th -5 th | 6 th | 7 th | 8 th + |
| +30 | +20 | +10 | 0 | -10 | -20 | -30 |

A driver must be classified as a race finisher, and not suffer a mechanical DNF or make a pit stop during a race to be eligible to remove CAB weight.

2.14.4.2: LIMITS - CAB weight shall not exceed 150 pounds or be reduced below zero pounds. The full amount of CAB weight shall be in place even if the vehicle is above its base weight as defined in Table 2.1.

2.14.4.3: ACCRUAL - CAB weight change shall be calculated at the conclusion of each series race, and shall be effective for the next race.

2.14.4.4: CAB WEIGHT MOUNTING SYSTEM - USERA will provide teams with an official CAB weight mounting system. The system is designed to be part of the CAB weight, so if a driver's CAB weight reaches zero, the CAB weight mounting system may be removed. The system must be mounted in the passenger's foot well/seat area. The system may be used to mount additional ballast. However, any ballast placed in the same location as CAB weight must be capable of being weighed separately from the CAB weight. The CAB weight system may be removed if the team needs to re-install a passenger

seat in order to participate in any official ride-around or series media day event.

2.14.4.5: RETURNING CAB WEIGHTS AND SYSTEMS – All CAB weights and

systems must be returned to USERA at the conclusion of the final race of the season. Any team failing to return their CAB system will be charged \$10.00 USD per pound of weight plus \$50.00 for the mounting system. Systems may be purchased from USERA.

TABLE 2.1 – ELIGIBLE CARS

| Make/Model/Year | Final Drive | Wight (lbs) | EXCEPTIONS AND NOTES |
|----------------------------------------|-------------------|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Acura Integra 1997-2001 Type-R | 4.4 4.7 4.9 | 2500 | 1.8 liter may use aftermarket cams and 4.7 or 4.9 final drive and 12.5:1 compression. Update to K20A engine is allowed. |
| Acura RSX 2002-2006 Type S (2.0) | 4.7 | 2500 | Allowed engine type is K20A. |
| Acura RSX 2002-2006 Type S (2.4) | 4.7 | 2600 | |
| Acura TSX 2004-2008 (2.4) | 5.02 | 2600 | Allowed modified rear center links for adjustment. |
| Audi 2005-2008 A4 B7 (1.8) | | 2900 | 1150 mbar max boost. |
| Audi A4 B5 (1.8) | | 2900 | 1150 mbar max boost. |
| Audi A4 B5 (2.8) | | 2800 | |
| Audi TT 2002-2005 Quattro Coupe | 4.2 | 2950 | Radiator from 3.2L allowed. |
| BMW 1996-1999 328i/is (2.8) | TBD | 2800 | Turner lower camber arm TSU994B77 permitted. Sway bar reinforcement (Turner kit TSU3675001 or equivalent) is permitted. Rear subframe/chassis reinforcement (Turner Kit 4111225649 or equivalent) is permitted. |
| BMW 1999-2000 328i/ci (2.8) | TBD | 2900 | Turner lower camber arm TSU994B77 permitted. Rear chassis reinforcement (Turner Kit TDR4675412 or equivalent) is permitted. |
| BMW 2001-2002 325i/ci (2.4) | TBD | 2800 | Turner lower camber arm TSU994B77 permitted. Rear chassis reinforcement (Turner Kit TDR4675412 or equivalent) is permitted. |
| BMW 2000-2004 330i (3.0) | 3.38 3.46 | 2900 | Turner lower camber arm TSU994B77 permitted. Rear chassis reinforcement (Turner Kit TDR4675412 or equivalent) is permitted. |
| BMW 2005-2008 325 (3.0) | 3.23 | 2900 | |
| BMW 2001-2002 Z3 (3.0) | TBD | 2800 | May use brakes from BMW E36 330. Turner lower camber arm TSU994B77 permitted. |
| BMW 2003-2005 Z4 (2.4) | 3.46 | 2800 | May use brakes from BMW E36 330. Turner lower camber arm TSU994B77 permitted. |
| BMW 2003-2004 Z4 (3.0) | 3.07 | 2900 | May use brakes from BMW E36 330. Turner lower camber arm TSU994B77 permitted. |
| Chevrolet 2005-2008 Cobalt SS (2.0) | 4.45 | 2700 | May modify rear sway bar mount for adjustment, relocate lower rear shock mount ½ inch forward for wheel clearance, HHR power steering unit #CCS609, front knuckle conversion #CCC606, Spherical end for lower control arm included in kit, spherical bearings on rear axle, bolt-on caliper bracket, rear wheel bearing conversion. Maximum RPM 6700. Maximum boost 13.0 psi. May use front brake caliper part numbers 13502236 LH and 13502237 RH. |
| Chrysler 2005-2007 Crossfire Coupe | 3.27 | 2900 | |
| Dodge 2003-2005 SRT-4 | 3.53 | 2600 | 15 psi boost. Allowed to use OEM Chrysler front calipers. Allowed to use #P4510870 rear control arm. |
| Ford 2000-2007 Focus | | 2450 | |
| Honda 2005 Accord (3.0) | 3.285 | 2725 | Allowed to use Acura 45210 (230) SPO-EO1 and front calipers. |
| Honda 1996-2000 Civic SI (2.0) | 4.7 | 2500 | Allowed K20A engine. |
| Honda 2006-2007 Civic SI (2.0) | 4.764 | 2400 | Allowed aftermarket exhaust header. |
| Honda 2008 Civic SI 2/4 DR | 5.02 | 2500 | Allowed K20A engine, exhaust header, TSX brakes. |
| Honda 2000-2007 S2000 | 4.1 | 2550 | Factory bolt-in roll bar may be removed to facilitate roll cage. Comptech differential housing part #550-040 allowed. Updating and backdating of flywheel is not permitted. |
| Honda 2008 S2000 CR | 4.1 | 2550 | |
| Hyundai 1996-2006 Tiburon (2.7) | 4.42 | 2500 | Exhaust headers, camshafts (24100, 24900, 24200, 24700-37201R), OEM calipers (58180 and 58190-39A30) and OEM rotors (51712-39910) are allowed. Front control arm allowed one rear rod end. Allowed spherical rod ends in rear trailing links. |
| Lexus 2001-2005 IS300 (2.8) | 3.90 | 2800 | OE cams 13501-46030, 13502-46021 to replace VVT. TRD exhaust manifold #00602-IS300-081. TRD brake package #00602-GS400-982, OE trans #33030-OW212, Front and rear control arm and rear toe link modification for rod end adjustability allowed. |
| Lexus 2001-2005 IS300 (3.0) | 3.73 | 2800 | OE cams 13501-46030, 13502-46021 to replace VVT. TRD exhaust manifold #00602-IS300-081. TRD brake package #00602-GS400-982, OE trans #33030-OW212, Front and rear control arm and rear toe link modification for rod end adjustability allowed. |
| Lotus 2005-2007 Elise/Exige | 4.53 | 2200 | |
| Mazda 2009 3 | | | Specifications TBD |
| Mazda 2003-2008 6 (3.0) | 3.71 | 2600 | May use exhaust header. Allowed front rotor #GP9Y-33-25X and GP9A-33-71XA, 61XA front calipers. |

| | | | |
|------------------------------------------|-------|------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Mazda 2005-2007 Mazdspeed Miata | 4.10 | 2400 | |
| Mazda 2006-2008 MX-5 | 4.875 | 2350 | Allowed air Mazdaspeed intake #0000-06-5150-KT, header #0000-06-5407, throttle pedal #C19-09-07A and piston kit #0000-01-5207. Must use hardtop #NFY2-R1-82XE-XX. Camshaft is free. |
| Mazda 2000-2003 Protege | | 2500 | |
| Mazda 2004 RX-8 | 5.12 | 2650 | RPM limit TBD. MAZDASPEED aero #QSEA-50-020-X1, QSEA-51-96Z and QSEA-70-900-X1 are allowed. Allowed exhaust header. Allowed oil cooler vent in trunk. |
| Mercedes 2001- C230 | | 2450 | |
| Mini Cooper 2003-2006 S | 2.74 | 2200 | 15 psi max boost. Allowed rear spoiler #51 62 7 182 676, Minimanía rear control arm kit #NMS5010. Allowed JCW R53 package. |
| Nissan 2000-2002 Sentra | | 2450 | |
| Nissan 2003-2004 Sentra Spec V (2.4) | 4.133 | 2300 | Allowed Nismo piston/rod # 99996-QRRSP, valve spring# 99996-RNB55, cam# 13020-RNB55, header# 14002-RNB55, rear spoiler# 96030-RNB50, Front spoiler# 96010-RND50. |
| Pontiac (2007-2008) Solstice GXP | 3.73 | 3150 | Detachable hardtop GM part #PCS-0664 shall be installed and convertible top shall be removed. 38mm Turbo Inlet Restrictor required. |
| Porsche Boxter 2700 | 3.44 | 2600 | OEM six speed transmission allowed. 996 front calipers and rotors allowed. Exhaust header allowed. |
| Saturn 2004-2007 Ion | 4.05 | 2600 | |
| Scion TC | 4.24 | 2500 | 12 psi max boost. Allowed TRD Supercharger kit, exhaust header #DC-SHR4402, lightweight hatch, lightweight hood #SC04BMN1SCFH, replacement roof #KO60660FC, Camry brakes. |
| Subaru 2007 Impreza WRX (2.5) | 3.9 | 2800 | |
| Subaru 2004-2008 Legacy Wag/Sed (2.5) | 4.11 | 3100 | Maximum RPM 6500, Maximum boost 13.0 psi. Must run stock exhaust with muffler, stock air box with stock air filter, stock boost and stock RPM Unit. |
| Subaru 2001- WRX STi | 3.73 | 2950 | Max psi TBD. 42.5mm restrictor required. |
| Subaru 2006-2007 WRX TR | 4.11 | 2900 | Koyo Radiator #KOY-R2704, Mocal oil sandwich plate #OTSP1M18X allowed. |
| Toyota 2000-2005 Celica GTS (1.8) | | 2450 | |
| Volvo 2005-2007 S40 | | 2700 | 1000 mbar max boost. |
| VW 1999-2006 Jetta (Mk 4) | | 2550 | 1000 mbar max boost. |
| VW 2006-2008 Jetta(Mk 5) D | | 2700 | 1250 mbar max boost. |
| VW 2006-2008 GTI (2.0) | 3.94 | 2750 | Maximum RPM 6800, Maximum boost 12.0 psi. Must run stock exhaust with muffler, stock air box with stock air filter, stock boost and stock RPM Unit. |