NWMS Supplemental Regulations 2026

1) Open to all cars eligible under ICSCC regulations.
2) This event is organized under 2026 ICSCC Competition Regulations and all who enter QRP(Qlispé
Raceway Park) are subject to them. Northwest Motorsports reserves the right to refuse entry to this event at
any time.
3) Registration Hours: 4:00 pm-6:00 Thursday, 7:30 am-12:00 pm Friday, 7:30 am-12:30 pm Saturday, and
7:30 am-10:00 am Sunday
4) Express Tech is available at registration for drivers with a 2025 Annual Tech, and/or safety gear/gear tech
sticker.
5) People under the age of 16 years old are not allowed in the hot pits, pre-grid or on victory laps. Children less
than 12 years old must have direct adult supervision at all times.
6) A current minor release form, signed by an authorized adult must be on record for all minor participants at
QRP.
7) Alcoholic beverages will only be allowed in the spectator area and only after the track closes.
8) The scales will be open one hour before any qualifying or race session.
9) Users of bicycles and small-motorized vehicles may have riding privileges revoked at any time by the Race
Chairman. During hot track hours, no one under the age of 12 years old is allowed to operate bicycles or
scooters.
10) Refueling is not allowed in pre-grid. Fueling in the hot pits requires a crewmember assigned to operate a fire
bottle. Excess spillage (greater than 5” in diameter) will result in a fine of $100.
11) No smoking in hot pits, pre-grid or any QRP building.
12) Paddock area, all fire lanes and pre-grid roads must remain clear.
13) Damage to the track, grounds, buildings, etc regardless of the cause, will be charged to the driver
responsible. Damage to any equipment or devices used by the sanctioning body (ICSCC) or sponsoring club
(NWMS) to conduct this race, regardless of the cause, will be charged to the driver responsible.
14) All entrants for this event should have in their possession an empty, sealable container or containers,
capable of holding 2 gallons, to be used to remove all oil, cleaners, brake fluid, etc from QRP. There will not
be waste-oil drums provided.
15) Anyone caught dumping oil at the raceway will be fined and banned from the raceway.
16) No tires are to be left at QRP. Any tires left at QRP will result in a fine of $100 per tire.

17) The racing “hot pits” are defined as that area under the control of Hot Pits personnel. It is required that any
person over the “pit wall” during practice, qualifying or races shall wear long pants, shirts that cover
shoulders, and shall not be barefoot or wear open toed/heeled shoes. At one minute warning, pre-grid
becomes a “hot” area. At that time, pre-grid must be cleared of all crew, support personnel and spectators.
18) All cars that are towed into the paddock are subject to being dropped off in impound. Drivers must wear all
required driver’s safety equipment before they are allowed to enter track, while they are on track, beyond
positive protection, under flat tow, or in the hot pits area.
19) Blendline - you are required to stay on the right side of the white blend line until the blend line ends. This is
required every time you enter the racetrack other than race out lap with race official splitting cars.
20) Everyone is required to wear a wristband for entry into track. After Friday, no one will be allowed to enter
without a wristband ($1 fee per wristband replacement).
21) Drivers are responsible at all times for their crew.
22) Drivers meetings will be held on the hillside east of the QRP buildings.
23) 5 mph speed limit in the paddock.
24) Pets are welcome, but must be leashed at all times and under the control of someone 18 years of age or
older. Please clean up after your animal.
25) Authorized vehicles only on the race course at any time. No motorized vehicles of any kind permitted at any
time on the racecourse without permission or authorization from ICSCC officials.
26) The race schedule may be altered by the Race Chairman for multiple reasons including emergency
conditions.
27) Staggered start and split start requests shall be submitted to the Race Steward at least one hour prior to the
race.

Time Attack and Autocross at QRP Overview

What is it?

NWMS is incorporating time attack and autocross sessions into our race weekend at QRP this July/August.

Eligibility:

If you enter the weekend as a road racer, you may enter the other two competitions at no additional cost. If you enter the time attack portion, then you may participate in the autocross at no additional cost. This is not the place to learn driving disciplines and time attack participants must have at least 3-5 track days or time trial events under their belt, with at least one at QRP. Time attack competitors must have a transponder for timing purposes.

Driver and vehicle requirements can also be found on the Conference website in the ICSCC Policy and Procedures 2026 sections 16.8.8 and 16.8.9

Classing:

In an effort to incorporate a wide variety of different machinery, your time attack class will be based on a formula incorporating the following performance-related attributes: horsepower, weight, tire size and composition, driven wheels, and downforce. This will allow us to sort your cars into one of four classes: S1, S2, B, and C.

Autocross will be run by Autosports Northwest, and will be classed according to their standards, which align closely with SCCA standards.

Points:

Weekend honors for time attack will be based on your fastest lap time on Saturday on the short course and on Sunday on the long course, combined to give an aggregate total time.

Time Attack Rules at QRP

Driver Requirements

1. Drivers must be a minimum of eighteen (18) years of age and hold a valid State or Provincial Driver's License.
2. All drivers shall wear shirts that cover the shoulders and shall not wear open toe shoes or be Barefooted. Long pants are required.
3. All helmets shall meet or exceed 2005 or later Snell Foundation specification. In cars that have roll cages a Snell SA rated helmet is required.
4. Time attack participants must have at least 3-5 track days or time trial events under their belt, with at least one at QRP. Time attack competitors must have a transponder for timing purposes.

Car Requirements

All vehicles must pass an inspection performed by Technical Inspectors acceptable to ICSCC that includes the following items before being allowed to participate:

1. Seats and Seat Belts. All vehicles must provide factory original (or better) seats that are securely mounted. All vehicles must have seat belts with a minimum of three (3) mounting points (shoulder and lap belt) mounted in accordance with manufacturers' recommendations when applicable (SFI or FIA rated are recommended). When in-car coaches are utilized, any seat and restraints used by the coach shall match or exceed those used by the driver. NOTE: Convertibles require a five- or six-point harness.
2. Interior. The interior and trunk must be emptied and clear of all loose items, including floor mats which are not secured with clips and fasteners.
3. Brakes. Brake pads or shoes should not be less than 50% worn at the start of an event and should Not ever be more than 85% worn during on track activities. Brake fluid must be clean and full (DOT 4 Recommended). Vehicles must have at least one working brake light. There must be no brake fluid leaks. ICSCC Policy and Procedures 2026 page 57
4. Tires and Wheels. Cars shall run on tires with a treadwear rating of at least 180. Cars on tires softer than 180 wear rating, including racing slicks, will be required to utilize all safety equipment including roll cage which meets or exceeds SCCA Improved Touring construction (see Appendix A) unless the car is eligible and approved for ICSCC road racing competition. Wheels are open but must fit inside fender wells. All lug nuts, wheel bolts or wheel nuts must be present and torqued to spec. Hub caps, or any wheel cosmetic accessory which is not positively secured by clip or fastener, must be removed. Wheels must not have cracks or structural damage.
5. Suspension and Steering. Wheel bearings must not have play. Ball joints must be in good Condition. Steering must not have excessive play. Shocks/Struts must not be leaking.

6. Engine and Drivetrain. All fluids must be at correct levels. Fluid caps must be tight and secure, overflow containers present and there must not be any fluid leaks. Belts and hoses must be in good condition. Battery must be secured, and battery terminals covered. (Note: flexible battery hold-downs, such as bungee cords/straps, are not acceptable). Exhaust system must be functional. (There may be sound restrictions). Throttle must have a quick, positive return.
7. Other. Glass must not have any severe cracks. A rear-view device must be present, and any rear-view mirrors must be secure and free of cracks. Any video cameras/recording devices must be securely mounted.

Roll Bars

Convertibles: Convertibles are defined as cars with removable or retractable tops, whether soft-top, hardtop, or folding top. Convertibles are not allowed to participate in sessions driven at speed without a roll bar as outlined here (see exceptions below). Cars with Targa tops or T-tops which have the removable sections installed are allowed at the discretion of NWMS without a roll bar.
NWMS may elect to exclude convertibles or cars with removable roof sections entirely from sessions driven at speed regardless of roll bar or factory rollover protection

A - ROLLBARS FOR CONVERTIBLES
These specifications are for inspecting convertible rollbars and represent minimum requirements. The words “shall” and “shall not” indicate that the specification is mandatory. Convertible roll bars shall be inspected by and are subject to approval by the Chief Technical Inspector at each event.

A.1 Basic Design Considerations
A.1.1 The basic purpose of the roll bar is to assist in the protection of the driver (and passenger) if the car turns over or is involved in a collision. This purpose should not be forgotten.
A.1.2 The top of the roll bar shall not be below the top of the driver's (and passenger's) helmet with the driver (and passenger) seated normally, and restrained by seatbelt/shoulder harness, and shall not be more than six inches behind the driver. It is recommended the roll bar be at least two (2) inches above the top of the driver's (and passenger's) helmet or the top of the roll bar shall be a minimum of two (2) inches above the top of the driver’s (and passenger’s) helmet with the driver (and passenger) seated normally and restrained by seatbelt/shoulder harness. A plane (Helmet Reference Plane) drawn from the top (not including padding) of the roll bar to structural parts of the chassis in front of the base of the windshield (e.g., top of front suspension strut towers) shall pass over the driver’s (and passenger’s) helmet. (See Figure 1))

Figure 1. Helmet Reference Plane

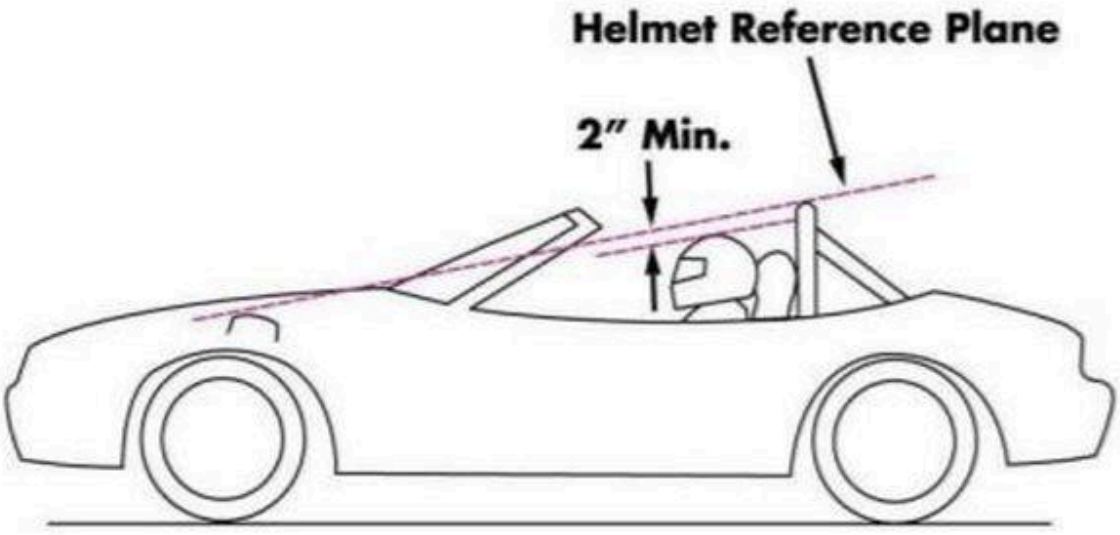

Figure 1. Helmet Reference Plane

A.1.3 The roll bar shall be designed to withstand compression forces resulting from the weight of the car coming down on the roll bar, and to take fore, aft and lateral ICSCC Policy and Procedures 2026 page 87
A.1.5 Any portion of the roll bar or bracing that might be contacted by the driver's (and passenger's) helmet shall be covered with non-resilient material such as Ethafoam or Ensolite, or other similar material, with a minimum thickness of one-half (½") inch. The energy absorbing material shall be firmly attached.

A.2 Material
A.2.1 The roll bar hoop and all braces shall be seamless, ERW (Electric Resistance Welded) or DOM (Drawn Over Mandrel) mild steel tubing (SAE 1010, 1020, 1025 or equivalent), or chrome molybdenum alloy steel tubing (SAE 4125, 4130 or equivalent). It is recommended that mild steel tubing be used as chromium alloys present difficulties in welding and must be normalized to relieve stress. Proof of the use of alloy steel shall be the responsibility of the participant.
A.2.2 The size of the tubing shall be determined based on the vehicle curb weight as follows:
Vehicle Curb Weight Roll bar Mild Steel
Under 2,000 lbs. 1.50 x 0.120 or 1.75 X 0.090

2,001 lbs. – 3,500 lbs 1.75 x 0.120
Over 3,500 lbs. 2.00 x 0.120 (Outside Diameter x Wall Thickness in inches)
The minus tolerance for tubing diameter and wall thickness shall not be less than 0.010-inch below the nominal value. An inspection hole of at least 3/16 inch diameter shall be drilled in a non-critical area of the roll bar hoop to facilitate verification of tubing wall thickness. Where bolts and nuts are used, the bolts shall be at least ⅜ inch diameter SAE Grade 5 or equivalent.

A.3 Welding
A.3.1 Welding shall conform to American Welding Society D1.1, Structural Welding Code, Chapter 10, Tubular Structures. Welds shall be visually inspected and shall be acceptable if the following conditions are satisfied:
A.3.2 The weld shall have no cracks.
A.3.3 Thorough fusion shall exist between weld metal and base metal.
A.3.4 All craters shall be filled to the cross-section of the weld.
A.3.5 Undercut shall be no more than 0.01-inch deep.

A.4 Roll Bar Hoop
One (1) continuous length of tubing shall be used for the roll bar hoop with smooth, continuous bends and no evidence of crimping or wall failure. The radius of the bends ICSCC Policy and Procedures 2026 page 88
in the roll bar hoop (measured at centerline of tubing) shall not be less than three (3) times the diameter of the tubing. The roll bar hoop shall have a maximum of four (4) bends totalling 180 degrees ± 10 degrees. Whenever possible, the roll bar hoop should start from the floor of the car

A.5 Bracing
A.5.1 Roll bar hoops shall have two (2) fore/aft braces with tubing diameter and wall thickness as listed in A.2.2. The fore/aft braces shall be attached as close as possible to the top of, but not more than six (6) inches below, the roll bar hoop. The included angle between the fore/aft brace and the vertical part of the roll bar hoop shall be no less than 30 degrees. The fore/aft braces shall have no bends.
A.5.2 Roll bar hoops shall have a diagonal brace with tubing diameter and wall thickness as listed in A.2.2 to prevent lateral distortion of the hoop. The diagonal brace shall be attached at the bottom corner of the roll bar hoop on one side and the top corner of the roll bar hoop on the other side. The diagonal brace shall have no bends.

A.6 Mounting Plates
A.6.1 Roll bar hoops and fore/aft braces shall be attached to the chassis of the car with mounting plates that are at least 3/16-inch thick.
A.6.2 Carpet/padding/insulation shall be removed under the mounting plates.
A.6.3 Mounting plates shall be either welded or bolted to the chassis.
A.6.4 Mounting plates bolted to the chassis shall have a back-up plate of equal size

and thickness on the opposite side of the chassis with the plates through-bolted together. Whenever possible, the mounting plate should extend onto a vertical section of the chassis panel.
A.6.5 There shall be a minimum of three (3) bolts per mounting plate, if bolted.
A.6.6 The through holes for the bolts shall be a minimum of ⅜ inches from the edge of the mounting plate.
A.6.7 Each mounting plate shall be no more than 100 square inches in area and shall be no greater than 12 inches, nor less than 2.5 inches, on a side.
A.6.8 The mounting plate may be multi-angled but shall not exceed the dimensions in A.6.7 in a flat plane.

EXCEPTIONS LIST:
Cars listed below are allowed without the addition of a roll bar; however, must adhere to the Helmet Reference Plane described above for both driver and passenger. Any car which is not listed, but adequate proof from the car manufacturer stating that the vehicle has roll over protection, may be allowed to participate without the addition of a roll bar.

CARS ALLOWED WITHOUT THE ADDITION OF A ROLL BAR:
BMW Z4, 2006+M3/4/6, non M 1,2,3,4, and 6 series
Mercedes SL and SLK
Audi A/S/RS4, A/S/RS5, TT, R8
Jaguar F-Type
Porsche Boxster and Spyder
Porsche 911 (996 and newer)
Miata RF
Honda S2000
C8 Corvette
Nissan 350/370Z
Ferrari 360 and newer
Lamborghini Gallardo and newer

<u>Rules of the Road</u>

1. Drivers shall understand and comply with all flag signals used for the control of events.
2. Track Limits. Defined as paved track surface and adjacent curbing. Drivers are expected to use hard-paved surfaces and keep a minimum of three tires within the marked track limits at all times. Drivers deemed to have exceeded track limits will have their fastest lap of that session disqualified. A second offense will result in disqualification from that session. Further offenses may result in exclusion from the event. Exceptions may be made if the off-course resulted from controlled avoidance of an unsafe situation.
3. Off Course/Loss of Control. Any vehicle leaving the paved course

area with all four wheels or deemed to have a “significant loss of control” on course shall self-report to the hot pit area for a discussion with the Driver Coach for that session. Drivers who do not self-report will be black flagged.
4. Sportsmanship Standards. Drivers are reminded that ICSCC Track Time Trials events are not Wheel to wheel competition, but a contest of lap times. Drivers are expected to share the track and work Together so that all drivers may perform to the best of their ability. Drivers deemed to have interfered with a competitor intentionally or thoughtlessly will be disqualified from that session. Further offenses shall result in exclusion from the event.
5. Body contact will NOT be tolerated! Any car-to-car contact may result in an instant expulsion from the event and suspension from all ICSCC sanctioned Track Time Trials events for 13 months!

Appendix A SCCA Improved Touring:

A. PURPOSE
Improved Touring classes are intended to provide the membership with the opportunity to compete in low cost cars with limited modifications, suitable for racing competition. To that end, cars will be models, as offered for sale in the United States. They will be prepared to manufacturer’s specifications except for modifications permitted by these rules.
Cars from the previous four (4) model years and the current model year will not be eligible. No car older than a 1968 model of any listed vehicle will be accepted for Improved Touring competition. Turbocharged/ Supercharged cars are not eligible for Improved Touring competition unless explicitly listed. Cars need not be eligible for state license or registration.
Any year/model B-Spec prepared vehicle may compete in ITB as long as it is completely compliant with current B-Spec rules for that vehicle. If the participant desires to race the vehicle at an IT prep level, it must completely conform to the intended spec line including model year.
B. INTENT
It is the intent of these rules to restrict modifications to those useful and necessary to construct a safe race car. This class is intended to allow a variety of popular, inexpensive cars to be eligible; however, those determined by the Club to be outside of these parameters will not be classified. Entrants shall not be guaranteed

the competitiveness of any car, and competition adjustments, other than as outlined in section 9.1.3.C, are
not allowed. Other than those specifically allowed by these rules, no component or part normally found on
a stock example of a given vehicle may be disabled, altered, or removed.
Note: This new statement of purpose and intent eliminates the dual purpose version which does not accu-
rately reflect the current IT technology. In addition, it emphasizes the philosophy that we will give you a
place to race your car and have fun, but not guarantee that you will be competitive.
C. SPECIFICATIONS
The SCCA shall publish the Improved Touring Category Specifications (ITCS) containing the officially recog- nized specifications for each car eligible to compete in the Improved Touring Category during the calendar
year.
To maintain the stock basis of Improved Touring, updating and/or backdating of components is only permitted
within cars of the same make, model, body type (e.g., sedan, station wagon, convertible, etc.), and engine
size as listed on a single Improved Touring Specification Line. Any updated/backdated components shall be
substituted as a complete assembly (engine long block, transmission/transaxle, induction system, differen-
tial/axle housing). No interchange of parts between assemblies is permitted, and all parts of an assembly
shall be as originally produced for that assembly (such parts may, however, be coated, painted or plated).
Additionally, it is not permitted to “create” a model or type of car by updating or backdating assemblies. Parts
or assemblies which the manufacturer lists in factory service manuals or parts guides for a particular model
which supersede or replace original parts or assemblies are permitted. Documentation of the superseding
parts or assemblies must be supplied to the Road Racing Department and the appropriate part numbers listed
on that particular model’s specification line.
Stock replacement parts may be obtained from sources other than the manufacturer provided they are the
exact equivalent of the original parts. The intent of this rule is to allow the competitor to obtain replacement
parts from standard industry outlets, e.g., auto-parts distributors, rather than from the manufacturer. It is
not intended to allow parts that do not meet all dimensional and material specifications of new parts from

the manufacturer.
To establish the originality and configuration of the vehicle, each driver/entrant shall have a factory shop
manual for the specific make, model, and year of the automobile. This manual shall be presented when so
requested at any technical inspection. If the factory shop manual is no longer available from the vehicle
manufacturer, an aftermarket shop manual will be accepted with proof of non-availability from the vehicle
manufacturer. The burden of proof lies upon any participant seeking action against another participant.
During the initial vehicle classification process, the Club shall assess vehicle performance factors such as –
but not limited to – manufacturer's published specifications for engine type, displacement, horsepower, and
torque; vehicle weight; brake type and size; suspension design; and aerodynamic efficiency. Based only on
such clearly measurable physical factors, a minimum allowable weight shall be established.
If at any time an error is discovered in the physical factors used to assess a vehicle's weight or an error was
made during the application of the weight-assignment process, the error may be corrected. Racing history
of this particular model may be considered and a performance compensation adjustment may be included in
the new minimum weight.
On rare occasion—and only after careful review of the actual racing performance of a particular make/model/
year of vehicle—the Club may reclassify a vehicle, revise a vehicle's minimum allowable weight, and/or in
the most extreme situation an intake restrictor may be required. Such an action shall be taken solely for the 9.1.3. Improved Touring Category Specifications

D. AUTHORIZED MODIFICATIONS
The following modifications are authorized on all Improved Touring Category cars. Modifications shall not be
made unless authorized herein. No permitted component/modification shall additionally perform a prohibited
function.
1. Reciprocating Engines (only)
a. All air entering the intake tract shall pass through the carburetor or fuel injection air inlet (throttle
body or bodies). All air must also pass through the stock air metering device, eg MAF, or AFM, etc.,
if so equipped. Air intake source shall be within the confines of the engine compartment or stock

location.
b. The original, standard intake manifold shall be maintained. No porting or polishing of the manifold is
permitted except as allowed by these rules.
c. Carbureted engines
1. Any carburetor jets, needles, and/or metering rods may be used in the stock or approved optional
carburetor(s). Alternate needle valves are permitted. Removable jets may be replaced or resized.
The number of carburetors may not be changed from standard. No venturi (including secondary or auxiliary) of any carburetor may be modified in any way.
2. Certain cars have optional carburetors listed. On these cars, adaptor(s) may be used to mount
the optional carburetor(s), provided the adaptor serves no performance function, i.e., plenum chamber, etc.
3. External throttle linkage to the standard or optional carburetor(s) may be modified or changed.
Choke mechanisms, plates, rods, and actuating cables, wires, or hoses may be removed. Method
of operating the secondary throttle may not be modified. (previously D.1.a.2)
4. All single carbureted cars may fit an approved optional carburetor.
Approved optional carburetors are:
1 Weber 32 DGV/DGAV/DGEV
1 Weber 32/36 DGV/DGAV/DGEV
1 Weber 32/36 DFV/DFAV/DFEV
1 Weber 34 DAT/DATR/DATRA/DMTR
Holley-Weber 5200
Weber carburetor(s) with swaged fuel inlet fitting shall be replaced by drilling and tapping the carburetor body for a threaded fitting. Fuel injection manifold(s) shall not be replaced with carburetor manifold(s) from a different model, type, or engine size in order to fit an optional carburetor. All cars equipped with multiple carburetors shall run the original induction system, except for modifications allowed by the Authorized Modifications Sections above in these rules.
d. Fuel injected engines
1. The engine management computer may be altered or replaced. A throttle position sensor and its
wiring may be added or replaced. A MAP or MAF sensor and its wiring may be added. Other existing sensors, excluding the stock air metering device, may be substituted for equivalent units.
2. External throttle linkage may be modified or changed. Electronic control of the throttle is forbidden
unless fit as stock. The method of operating any secondary throttle may not be modified. Electronically actuated throttle bodies may not be replaced by mechanical units unless specified on the vehicle’s spec line. Requests for alternate throttle bodies will be considered on a case by

case basis.
3. Wires and connectors in the engine wiring harness may be modified or replaced.
e. Any fuel pump(s)/filter(s) may be used. Pump(s) may be relocated, but shall not be located in the
driver/passenger compartment. If a mechanical pump is replaced, a blanking plate may be used to
cover the original mounting location. Fuel line(s) may be replaced, relocated, and given additional
protection. If the relocated line(s) passes through the driver/ passenger compartment, it/they shall be
metal or metal braided, and shall be securely fastened. An external fuel pump pressure regulator may
be installed.
1. Fuel system evaporative emissions systems may be removed or replaced. Use or addition of rollover spill protection (i.e. check valve) is required. 9.1.3. Improved Touring Category Specifications

f. Air cleaner assemblies may be modified, removed or replaced. Velocity stacks, ram air or cowl induction are not permitted unless fitted as original equipment. Air intake source shall be within the
confines of the engine compartment or stock location. Air intake hoses, tubes, pipes, resonators,
intake mufflers, housings, etc., located ahead of the carburetor/throttle body may be removed or substituted. On cars so equipped, the air metering/measuring device (i.e. air flow meter, air mass
meter, MAF) must be operational and shall not be modified.
g. Exhaust emission control air pumps, associated lines, nozzles, and electrical/mechanical EGR
devices may be removed. If such items are not removed, they shall not be modified in any way. If
EGR devices/nozzles are removed from a cylinder head or manifold, any holes remaining shall be
completely plugged. Water to an intake manifold may be blocked or removed as part of the emission
system.
1. If fitted, catalytic converter(s) may be removed.
2. Those vehicles which have emission control devices removed and which are not registered and
licensed for street operation may use any gasoline meeting the requirements of GCR Section 9.3
Fuel.
3. Those vehicles registered and licensed for street use shall use the fuel specified by the work-shop/owner’s manual.

h. Any ignition system which utilizes the original distributor for spark timing and distribution is permitted.
Internal distributor components and distributor cap may be substituted. Crankfire ignition systems
are prohibited unless fitted as original equipment. Any spark plugs and ignition wires may be used.
Ignition timing is unrestricted. Batteries may be replaced with those of alternate manufacture and are
fitted in the standard location. Additional battery hold-down devices may be used, and are strongly
recommended. Cars originally equipped with two (2) 6-volt batteries may replace them with one (1)
12-volt battery installed in either of the original battery locations.
i. Cars originally equipped with plastic/phenolic timing gears may substitute metal gears, provided that
the design, dimensions, and cam timing remain as stock. Adjustable timing gears are prohibited on
all cars unless fitted as stock.
j. Any exhaust header and exhaust system may be used. Exhaust shall exit behind the driver, and shall
be directed away from the car body. Original exhaust system heat shields may be removed. A suit-
able muffler may be necessary to meet sound control requirements.
k. Oil pans, pan baffles, scrapers, windage trays, oil pickups, lines, and filters are unrestricted. Oil
and power steering hoses may be replaced with metal braided hose (i.e. Aeroquip). A pressure
accumulator/"Accusump" may be fitted. The location of the filter and accumulator are unrestricted,
but they shall be securely mounted within the bodywork. All oil lines that pass into or through the
driver/passenger compartment shall be metal or metal braided hose. Dry sump systems are prohibited
unless fitted as standard equipment. Engine oil and oil additives are unrestricted.
l. Oil catch tanks are permitted. All engine breathers or vapor recirculation lines, if disconnected, shall
vent to a catch tank of one (1) quart minimum capacity. Such catch tanks shall not be mounted in the
driver/passenger compartment. Original valve cover(s) may be modified to alter or to add breather/
filler.
m. Engines may be bored to a maximum of .040 inch over standard bore size. Factory replacement
pistons or their equivalent with the exception of diameter shall be used. Cast or forged equivalent

pistons shall provide the same dome/dish/valve relief configuration, ring groove width and spacing,
pin height relationship, weigh no less than the factory standard bore pistons. Piston rings are unre-
stricted.
n. Balancing and “blueprinting” of the engine assembly are permitted. Lightening of parts beyond the
minimum material removal necessary to balance is prohibited.
o. Manifold and cylinder head port matching is permitted. No material may be removed further than one
(1) inch in from the manifold to cylinder head mounting face(s). Carburetor mounting surface(s) shall
not be modified, and external dimensions of the cylinder head or intake manifold may not be reduced
to facilitate internal porting. Two piece manifolds are not intended to be port matched at their inter-
mediate point.
Valve guide material is unrestricted.
Where a factory specification for original cylinder head thickness can be proven, a tolerance of .025
inch less than the service limit will be permitted. Under no circumstances may the compression ratio
be increased by more than one-half (.5) point. An offset key may be used to return cam timing to the
factory specifications. On engines with dual overhead camshafts, this key shall be installed on the
crankshaft only. 9.1.3. Improved Touring Category Specifications

p. Any clutch disc and pressure plate of stock diameter may be used, provided that they shall be bolted
directly to an unmodified stock flywheel. Balancing of the flywheel/clutch/pressure plate assembly
is permitted. Lightening of the flywheel beyond the minimum material removal necessary to balance
is prohibited. The addition of an external scattershield per GCR 9.3 Scattershield/Chain Guards,
is permitted and recommended. Cars originally equipped with hydraulically-actuated clutches may
replace the clutch hydraulic lines with steel lines or Teflon-lined metal braided hose.
q. Alternate water pump, alternator, power steering, and crankshaft pulleys of any diameter or material
may be used. Type of accessory drive (e.g., V-belt, toothed belt, etc.) shall remain as stock.
r. Hardware items (nuts, bolts, etc.) may be replaced with similar items performing the same fastening

function(s). Cylinder head gasket(s) may be replaced with any gasket(s) having the same or greater
compressed thickness as stock. Other engine gaskets are unrestricted. Engine drive belts may be
replaced with others of equivalent OEM specifications.
s. All engine components not otherwise listed in these rules shall meet factory specifications for stock
parts. Where factory specifications are absent or unclear, e.g., cylinder head thickness and/or combustion chamber depth, etc., the Club may establish an acceptable dimension and/or allowable
tolerance from stock. Engine compartment cosmetic trim pieces may be removed.
t. The application and/or use of any painting, coating, plating, or impregnating substance (i.e. anti-fric-
tion, thermal barrier, oil shedding coatings, chrome, anodizing, etc.) to any internal engine surface,
including intake manifold internal surface, is prohibited.
u. One (1) engine stayrod may be added.
v. To allow commonly available engine mount aftermarket inserts, replacement units, or “window weld”
like solutions without allowing solid metal or rigid materials or bearings that could result in the drive- line becoming a stressed member of the chassis, the following is permitted. Engine, transmission,
differential or any other driveline mounts may be replaced. Mounts may use only stock mounting points, must maintain stock location and orientation of the mounted component, and must be non-
rigid.Rubber or other inserts in stock mounts may be replaced with any other non-metallic material.
2. Rotary engines (only)
a. Any porting or polishing is prohibited.
b. Rules D.1.a.-k., and D.1.m.-r., also apply.
c. Crankshaft pulley is unrestricted.
d. Alternate rotor seals and springs are permitted.
e. Alternate mounts are permitted as in 9.1.3.D.1.s.
3. Turbocharged engines (only)
The following rules are specific to cars equipped from the factory with turbocharged engines and classified in the ITCS. Section D.1 applies except where there are disagreements between section
D.1 and these rules (e.g Exhausts and Intakes), in which event these rules take precedence.
a. The Turbo must be identical to the original stock turbo fitted from the factory.
b. Exhaust system shall remain as stock from the cylinder head to the turbo outlet. Exhaust system
tubing after the turbocharger may be no larger than the factory exhaust tubing. Catalytic convertors
may be removed.

c. All intake tubing from the air cleaner to the turbo and from the turbo to the throttle body including
any intercooler(s) must remain stock or stock replacement parts. Stock air metering device must be
retained in its original location and housing.
d. Engine control unit (ECU) and calibration (AKA tune or map) must remain stock, no aftermarket
tuning, or alternate ECU Is permitted. Factory ECU updates such as those done in accordance with
a recall or service bulletin from the vehicle manufacturer are permitted.
e. A port for measuring intake manifold pressure must be provided and available for scrutineering use.
This port shall be capped or plugged when on track.
4. Engine Cooling System
a. Any radiator may be used, provided it is mounted in the original location, maintains the same plane as
the original core and requires no body or structure modifications to install. No new openings created
by fitting an alternate radiator may be used for the purpose of ducting air to the engine.
b. Oil cooler(s) may be added or substituted. Location within the bodywork is unrestricted, provided
that it/they are not mounted within the driver/passenger compartment.
c. Cooling fans may be removed or replaced. Electrically operated fans with manual or automatic actua- tion may be fitted. 9.1.3. Improved Touring Category Specifications

d. Thermostats may be modified, removed, or replaced with blanking sleeves or restrictors.
e. Climate control systems may be removed in whole or in part.
f. Screens of one-fourth (1/4) inch minimum mesh may be mounted in front of the radiator and/or oil
cooler(s) and contained within the bodywork.
g. Engine coolant fluid, coolant/heater hoses and clamps may be substituted. Heater hoses may be
plugged or bypassed (looped) or removed. Heater water control valve(s) may be added or substi- tuted. Heater core may be removed.
h. Non-pressurized coolant overflow tanks may be replaced with aftermarket units. These replace-
ments must have a minimum volume of 1 pint, and a maximum not to exceed the larger of the stock
tank or 2 quarts. Tanks may not be mounted in