



2026 SCCA CENDIV Divisional Championship Series Program and Rules
Schedule, as published on CENDIV-SCCA.ORG

Welcome to the CENDIV Divisional Championship Series Presented by TRO Manufacturing and BrakOMeter! You are invited to participate in this exciting and competitive series. Your participation can lead to a:

- CENDIV Divisional Championship (not all SCCA Divisions have a Championship Series)
- Triple Crown Winner:
 - Divisional Championship Winner, or Conference Champion or National Points Champion and
 - June Sprints Winner and
 - Runoffs Winner
- Regional Driver of the Year
- Regional Rookie of the Year

The CENDIV Championship Series is a divisional series made possible through the generosity of our sponsors, TRO Manufacturing and BrakeOMeter. The CENDIV Championship series provides end of the year trophies and event winner decals.

In order to begin earning points, series decals must be displayed on the car. There is no cost for the series decals. Series decals will be available at the track with the TECH officials. While SCCA Officials will assist in the monitoring of participants, ultimately, it is the responsibility of all series participants to assure that they have proper stickers on their race cars and that all other series competitors also have the proper stickers on their cars, and to point out discrepancies to event officials. Cars without series decals will be awarded their event finish but will not accrue points towards the series championship.

All races beginning April 18th, 2026 through October 11th 2026, (as shown on page 3) which include the double regional race weekends, Majors races and the Super Tours are included in the 2026 CenDiv Championship Road Race Series.

Participation in the Runoffs will not affect CENDIV Divisional Championship participation.

1. Definitions:

- a. Championship Race. Races listed below in the Central Division count toward Runoffs eligibility as long as they are run no less than two weeks before the Runoffs. For the Central Division Championship, both races of any Regional weekend are included. However, for Majors and Super Tour weekends only the Sunday feature races are included. Out of Division races, whether Regionals, Majors or Super Tour, do not count toward CENDIV Championship.
- b. Classes Eligible to Participate.
 - i. Regional Races – all classes defined in GCR Section 9 and divisional classes defined in the CENDIV Championship Series Car Classification and Technical Rules, which are adopted in whole as a subset of these rules.
 - ii. Majors Races- Runoffs eligible classes and non-eligible invited classes. Regional Classes, if any to be included, will be specified in the event Supplemental Regulations.
 - iii. Super Tour races– Runoffs eligible classes.
 - iv. Race Experience Classes; E1, E2, E3 and E4 are excluded from the CenDiv Championship Series.

2. Driver Eligibility / License Level:

- a. The CENDIV Championship Series is open to all drivers, regardless of Division or Region of Record.
- b. The Supplemental Regulations for each race specify the license level required for participation in that event.

3. Race Format:

- a. Regional Races – the format is at the discretion of the sanctioning Region(s). Unless otherwise specified, all classes will participate with no special provision for separating Runoffs and non-Runoffs eligible classes into different run groups.

- b. Majors Races – the format is based on the Majors program requirements GCR 3.1.1
 - c. Super Tour Races-per the terms of the Letter of Agreement signed by both the SCCA and the sanctioning Region.
4. Championship Points:
- a. Points will be awarded for each race based on finishing position earned in any CENDIV Championship Series race.
 - b. A driver will receive the equivalent of first place points in addition to finishing points for that driver’s first entry and race, each season, at any CENDIV Road Race track, including the CenDiv Drivers School Double Divisional. For example, the first trip a driver makes to Blackhawk each year will earn 25 bonus points for entering and racing plus whatever points are earned based on finish position.
 - c. Points will be awarded according to the Majors points structure specified in the current year’s GCR. For Majors and Super Tour races, CENDIV Championship points are awarded for only the feature race (race #2).
 - d. Points earned from a driver’s best six finishes in the same class count toward the Championship Series.
 - e. A driver must have four finishes in the same class to be eligible for the Championship Series.
 - f. A driver who competes in more than one class remains subject to the four-race minimum criterion in each class for eligibility.
5. CENDIV Eligibility for the Runoffs:
- a. Beginning in 2025, the divisional path to the Runoffs was eliminated.
 - b. GCR 3.7.4, SCCA Runoffs; A driver may substitute two (2) Regional-sanctioned weekends for one (1) of his three (3) Majors weekend participation requirements. Eligible Regional weekends shall occur between the conclusion of the previous Runoffs and a date not less than two (2) weeks prior to the start of the Runoffs or as otherwise specified in the Runoffs supplemental regulations. This replaces Majors event participation but not the Majors finish or points requirements. Endurance races are not eligible.
6. Points
- a. Points are awarded to the top 20 Finishers in each race as follows; 25, 21, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1 (GCR 3.7.2.D)
 - b. Point’s standings are posted on the CENDIV website.
 - c. Tie breakers will be handled according to GCR 3.7.2.C; Conference Championship Ties.
7. Scheduling:
- a. Races will be scheduled under the guidance of the Divisional Scheduler and the Division’s Executive Steward according to best practice.
 - b. Traditional race dates take precedence over new race dates.
8. Trophy Fund:
- a. Regional Races - \$0 / per entry, per race. Fees are \$0 through series sponsorship.
 - b. Majors and Super Tour Races - \$3 / per entry, per sanction
 - c. Trophy fund assessments must be received by the CENDIV Treasurer no later than 14 days after the conclusion of the event.
 - d. The Championship Series Trophy funds may be increased or decreased at the discretion of the CENDIV Board of Directors. Each year an audit form with current fees is sent to each region. The audit form is also available on the CENDIV website (<https://cendiv-scca.org/cendiv-championship-series/specialty-reference-info>).
9. Trophies:
- a. Each race - Standard event trophies from the Region plus an Event Winner sticker for 1st in Class.
 - b. End of year Trophies

Number of Competitors Scored per Class	Number of Trophies Awarded
1-2	1 st
3	1 st and 2 nd
4-15	1 st , 2 nd and 3 rd
16-20	1 st , 2 nd , 3 rd and 4 th
21+	1 st , 2 nd , 3 rd , 4 th and 5 th

2026 CENDIV Championship Series Road Racing Events

25 Bonus Points for first time at each Track

- April 18-19, 2026, CENDIV Double Regional at Blackhawk Farms (2)
- May 2-3, 2026, Milwaukee Region Majors at Blackhawk Farms (1)
- May 16-17, 2026, Milwaukee Region Double Regional at Milwaukee Mile (2)
- May 23-24, 2026, Land O' Lakes Region Double Regional at Brainerd (2)
- June 5-7, 2026, Chicago Region June Sprints Hoosier Super Tour at Road America (1)
- July 4-5, 2026, MILW/BVR Double Regional at Blackhawk Farms (2)
- July 18-19, 2026, Land O' Lakes Region Majors at Brainerd Int'l (1)
- July 25-26, 2026, Milwaukee Region Majors at Road America (1)
- August 22-23, 2026, Chicago Region Double Regional at Road America (2)
- August 29-30, 2026, Land O' Lakes Region Double Regional at Brainerd (2)
- October 10-11, 2026, Chicago Region Looong Race at Blackhawk Farms (Double Finish)

Current GCR Classes:

- All vehicles listed in GCR section 9.1 are eligible to compete in the CenDiv Championship Road Racing Series, with minor exceptions.
- Our current road racing facilities in CenDiv prohibit the racing of electric/hybrid vehicles, therefore, Prototype Electric class (PE) is excluded.
- Additional classes and rules for Divisional Classes follows below.

Current CENDIV Divisional Championship Only Classes:

Baby Grand (BG), Legends Cars (LC), Sports 2000 (S2), Club Formula Continental (CFC), Club Formula Ford (CFF), Formula Mazda (FM), ITJ, ITE: (ITE1), (ITE2), Spec E46 (SpecE46), Spec Miata-Open Tire (SMT), Super Production Class (SPO) and (SPU), Spec 944 (SPEC944), Spec Corvette (SC) and SCCA Spec Racer Renault (SR)

Class Regulations:

The CENDIV Championship Rules, listed below remain in effect until superseded by the next year's rule set.

Baby Grand – Per SPU rules.

CFC

- A. All Club Formula Continentals will be subject to compliance with the current GCR Section 9.3. GENERAL TECHNICAL AND SAFETY SPECIFICATIONS and those Formula Car Specifications pertaining to Formula Continental in the 1990 Formula Car Specifications. It is the intent of these rules that the car race in the 1990 (or earlier) configuration with no updating beyond the 1990 model year except for safety related items.
- B. All Club Formula Continentals conforming to the SCCA GCR manufacturer's model year of 1990 and older are eligible for Club Formula Continental status.
- C. All cars will carry the class identification CFC on both sides of the car.
- D. Weight:
 - Ex-Formula C 2 Cycle engine: 1180 lbs. with driver. 4-cycle engine: 930 lbs. with driver.
 - Ex-Formula SV (air cooled): 882 lbs. without driver.
 - Formula 2000: 1175 lbs. with driver.

CFF

- A. Chassis Eligibility: All Club Formula Fords must have outboard spring/shock mechanisms on at least one end of the car. A suspension is "outboard" if two conditions are met: (1) the upper mount of the spring/shock mechanism

is equal or further in distance from the centerline of the chassis than the upper suspension mounting point and (2) the lower spring/shock mounting point is further outboard than the upper spring/shock mount and attaches directly to either the hub carrier or one or both lower suspension links. In this definition, trailing arms and radius rods are not considered to be suspension links. Club Formula Fords should be raced as nearly as possible to their model's original specifications except as noted below. The chassis may not be modified or updated except to improve driver safety. Suspension may not be modified or updated except that stronger materials may be used as long as they match the dimensions of the original piece. Example: the hub carrier may be a weldment instead of a casting as long as the original suspension link and spring/shock mounting points are the same. GCR legal compliant shocks and springs and GCR compliant engine components (flywheel, aluminum head, crank, pistons, etc.) are not otherwise restricted in Club Formula Ford.

- B. Tire Restrictions: One of the following "hard" restricted performance tires must be used during all dry practice, qualifying, and race sessions: Avon ACB9-A29 compound slick, Hoosier 43130 Front/43307 Rear R60A series compound slick, Hoosier 135/545-13 VFF fronts and 165/580-13 VFF rears, Goodyear 600 compound slick, American Racer 133 compound slick, Dunlop CR82 or CR84 9092 compound tread, and Sumitomo HTR-200 series tread. Any of the above tires, or any tire with the words "wet" or "rain" molded into the sidewall may be used during wet practice, qualifying, and race sessions.
- C. All cars must comply with current GCR Section 9.3. GENERAL TECHNICAL AND SAFETY SPECIFICATIONS.
- D. Weight with driver:
 - Ford Cortina Engine: 1060 lbs.
 - Ford Kent and Honda Fit Engines: 1110 lbs.

Cars complying with the English FF rules under the Alternate Vehicle Allowance table in the current GCR add 25 lbs. Competitors must have the English FF rules in their possession and present same upon request.

FM

Per FM Rules of the 2019 GCR

Competitors must have a copy of these rules.

All cars must comply with current GCR Section 9.3. GENERAL TECHNICAL AND SAFETY SPECIFICATIONS.

ITE

Cars prepared for any past or current recognized showroom stock based professional racing series, not eligible for any current SCCA competition class. In addition, cars prepared to PCA, NASA GTS and BMW club racing specifications, not eligible for any current SCCA regional competition class. All cars must meet minimum safety requirements defined in the current GCR Section 9.3. GENERAL TECHNICAL AND SAFETY SPECIFICATIONS and ITCS for Improved Touring. Drivers must be able to prove compliance to the series rules the car is prepared to. All cars must run DOT approved treaded tires.

ITE 1

ITE cars over 3 Liters normally aspirated and over 2.5 Liters with forced induction.

ITE 2

ITE cars 3 liters and under normally aspirated and 2.5 Liters and under with forced induction.

ITJ

The purpose of IT-J is to create a regional class where cars built for ChampCar, Lemons Race Experience racing, if meeting SCCA safety rules, would have a place to race on an SCCA Regional race weekend. As opposed to any other class of SCCA road racing, IT-J competition is designed as a "fun run" class, without any promise of intent of performance equitability. IT-J is designed to provide a way for drivers to earn an SCCA racing license and race in regional competition with the absolute lowest cost vehicle. In no way will any waivers be considered or granted in areas regarding safety of vehicle or driver.

- A. All IT-J competitors must comply with section 9 of the current GCR.
- B. IT-J vehicles may race with prior accident damage, as long as that prior damage does not create a danger to the driver of that vehicle or fellow competitors.
- C. Non-functional additions to vehicles, whose primary purpose is to express creativity, theme, are allowed only if those additions do not create a potential safety hazard to the driver or fellow competitors
 - a. External “props” such as (but not exclusive to) mannequin legs, papier-mâché shark fins, hood mounted longhorns, butterfly wings, are not allowed
 - b. Death Race 2000, Road Warrior, military vehicles and vessels with mounted armaments, and Animal House “attack” vehicles are expressly prohibited.
- D. IT-J eligible vehicles
 - a. Must be a “mass produced,” gas-powered, four-wheel passenger car
 - b. Minimum weight of 1800 pounds and a maximum weight of 4000 pounds and a production-based engine.
 - i. Cars weighing over 4000 pounds, but under 4300 pounds may appeal to tech for an event waiver.
 - c. Tires must conform to applicable Improved Touring rules, i.e., must be DOT rated tires, and sizes must be consistent with allowable dimensions per the GCR. 190wear-dated tires are not mandated, but they may be used if the racer prefers.
 - d. Preparation regarding brakes, suspension, and engine must meet SCCA Improved Touring rules.
- E. IT-J competitors are encouraged, but not mandated, to meet the \$500 + safety equipment rule of Champ Cars.
 - a. A \$3000 claiming rule or future race exclusion penalty for vehicles not racing within the spirit of the IT-“Junk” car class may be instituted (will be announced prior to the event).
 - b. Handicapping of vehicles based on qualifying laps, actual race lap times, and by competitor input may be instituted at the discretion of Race Stewards.

Legends Cars (LC)

(See GCR 9.1.C.2.b). Cars must comply with current Legends Car Rules published by US Legend Cars International, and the current GCR Section 9.3. GENERAL TECHNICAL AND SAFETY SPECIFICATIONS.

Spec E46 (SpecE46)

Per Touring 3 and Spec E46 rules, current rule set

Spec Corvette (SC)

Per [Spec Corvette - Rules](#)

Sports 2000 (S2)

Per S2 Rules of the 2013 GCR and the current GCR Section 9.3. GENERAL TECHNICAL AND SAFETY SPECIFICATIONS. Competitors must have a copy of these rules.

SMT

Must meet current GCR Spec Miata rules, but with an open tire.

All cars must meet minimum safety requirements defined in the current GCR Section 9.3. GENERAL TECHNICAL AND SAFETY SPECIFICATIONS

SUPER PRODUCTION (SP) - Cars which exceed the preparation limitations of the applicable Production or GT Category Rules but which meet the General Technical Specifications of Section 9.2, 9.3, and 9.4 of the current GCR for GT category cars. This includes cars not listed in the GT or Production specification pages, such as FIA homologated production cars. (see GCR 9.1.C.2.a)

SPO - Cars meeting GCR requirements for SP, over 3 Liters.

SPU - Cars meeting GCR requirements for SP, 3 Liters and under.

SPEC944

These specifications are based on the SCCA Improved Touring Category Specifications (ITCS) as well as the National Auto Sports Association® (NASA) specs as well as the Porsche Club of America® specs. All automobiles shall conform to the current GCR Section 9.

A. PURPOSE

- a. SPEC 944 Class is 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.
- b. In addition to the rules in this section, the stock safety/crash/crush integrity as designed by manufacturer must be maintained. Suspension attachment points must remain factory stock while allowing the use of spherical bearings or composite/plastic materials. Aero changes that are non-factory stock are not allowed. No lightening of body panels or parts other than that necessary for safety is allowed. Carbon fiber parts are specifically not allowed. Eligible cars are 1983–1988 Porsche 944 (2V) and 1986–1988 Porsche 924S (2V). Updates to early model cars with late model parts are allowed. Turbocharged cars are not eligible for SPEC 944 competition. Cars need not be eligible for state license or registration.

B. INTENT

It is the intent of these rules to restrict modifications to those useful and necessary to construct a safe race car. Competition adjustments, other than as outlined in section 9.1.3.A, 9.1.3.C, and 9.1.3.D are not allowed. Other than those specifically allowed by these rules, no component or part normally found on a stock example of a given vehicle may be disabled, altered, or removed for the purpose of obtaining any competitive advantage.

C. SPECIFICATIONS

- a. Updating and backdating of components 1983–1988 Porsche 944 (2V) or 1986–1988 Porsche 924S (2V) is allowed to maintain competitiveness of cars. Stock updated/backdated components may be substituted as a complete assembly (engine long block, transmission/transaxle, induction system, fuel injection system, differential/axle housing). Due to the lack of availability/cost of OEM parts, after market stock or stock equivalent parts may be used for parts interchange (e.g., late model fifth (5) gear, limited slip units, pistons, induction/fuel system, etc.): however, all parts of an assembly shall be as originally produced for that assembly. 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 is the responsibility of the driver.
- b. 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 the manufacturer. It is not intended to allow parts that do not meet all dimensional and material specifications of new parts from the manufacturer.
- c. A Shop Manual or its equivalent for the specific make, model, and year of automobile is required to be in the possession of each entrant. Factory Shop/Service Manuals may come in the form of printed material, microfiche, CDs, DVDs and/or Internet access of the manufacturer sponsored web-based databases. It is the responsibility of the competitor to provide the electronic device capable of assessing the data for compliance verification. The proof of legality shall rest upon the protestor and/or protestee.
- d. The Vehicle Identification Number (VIN) shall correspond with the automobile classified, and will determine the model and type for competition purposes. A minimum of two (2) VIN plates and/or stampings is required.

D. Appearance/Body Structure

a. Exterior

The exterior must have a clean and neat appearance.

- i. No air dams, wings or spoilers are allowed other than stock components. Modification of the front air dam consisting of removing the element between the fog light buckets to enhance

cooling is permitted. The backing of fog light buckets may be removed for cooling purposes including, but not limited to oil cooling and brake cooling, and for engine air intake. The 944 front valance may be replaced with a fiberglass unit providing that it is an exact replica. Debris screens may be added to the front spoiler to protect the radiator and other openings so long as they serve no other purpose. These screens may not be used to improve aerodynamics.

- ii. Fenders and wheel openings shall remain unmodified. The front fender liners may be removed or modified. Front and rear wheel fender opening lips may be rolled inward to maximize tire/wheel clearance.
- iii. Stock "flag style" exterior mirrors mounted in the stock locations on the driver and passenger doors are required. Any interior mirror (s) may be used.
- iv. Any paint scheme/colors may be applied.
- v. Body molding, antennas, license plates, license plate frames, license plate lights, and insignias and emblems may be removed. Turn signals and marker lights may be removed. Exposed holes in the body work from these lights may be left open or filled in. Tail lights must remain intact, but may be taped over with exception of the brake light area.
- vi. Hood pins/latches are permitted. Stock hood latches may be disabled or removed.
- vii. No part of the bumper system may be removed or modified except for the rubber bumper moldings. Tow hooks may be added to the bumpers.
- viii. Rear Hatch must be run in the stock closed position. External latches are allowed.
- ix. Body work may be updated/backdated between the 924S and 944 only as a complete package including, but not limited to, front fenders, front spoiler and rear quarter panels. Body panels must be stock or OEM equivalent. Stock 924S and 944 rear spoilers (83-88 model years) may be interchanged on the 924S and 944 with no restrictions.
- x. Exterior door handles in the stock locations are required.
- xi. Class identification: the identification for this class is S944 and must be displayed according to GCR Section 9.3.28.A., B., C.

b. Interior

The interior must be clean with no loose objects.

- i. The driver seat shall conform to the SCCA GCR. The passenger seat may be removed or replaced with a racing seat. The rear seats may be removed.
- ii. Dashboards may be modified or replaced with panels that will conceal the instrument cluster and remaining dashboard wiring. Dash areas must maintain a clean and neat appearance. Additional gauges may be added. Stock gauges may be removed or replaced.
- iii. Turn signal and wiper stalks may be removed.
- iv. Steering wheels may be replaced. Quick disconnects and steering wheel spacers are allowed.
- v. The air conditioning system may be removed. The heater core and blower fan assembly may be modified or removed.
- vi. All interior trim including radio, speaker, headliner, stock seat belts, sun visors center console, carpet, soundproofing and coatings may be removed.
- vii. Unused wiring, brackets, nuts bolts and studs may be removed.
- viii. Ducting may be added to provide fresh air to the driver/passenger compartment, providing that no modifications of the body structure are made to accommodate this addition.
- ix. Spare tire and emergency jack may be removed.
- x. The door window glass, window operating mechanism, inner door trim panel, armrest, map pockets, wiring harnesses for door locks, windows, power mirrors, seat wiring, etc., and inside door lock operating mechanism may be removed and the inner door structural panel may be modified, but not removed only if the roll cage door bars extend into the door cavity. Stock side impact beams shall not be removed or modified. Both doors must be capable of opening and closing and the stock latch must remain intact. Interior door handles may be replaced or relocated. Door windows must be open during operation.

c. Body Structure

The chassis structure must remain intact and stock except as noted.

- i. Headlights and headlight motors may be removed. If the headlights are removed, the stock covers must be installed in the front body work in the stock location in a secure fashion. Headlight cover gaps may not be filled in or taped over. Headlight positions may not be used for ducting of air in any way. Headlights may be run in the down or up position for all daylight races. Supplemental regulations for night time racing may supersede these rules.
- ii. The metallic support structure of the hood must remain intact. Hood insulation padding may be removed or replaced.
- iii. Windshield wipers, motors and associated hardware may be removed, replaced or modified.
- iv. Heat shielding may be removed. This includes both foam and glued on heat shielding as well as bolt on metallic panels.
- v. The stock under tray extending under the radiator to the engine support cross member may be removed. Modifications to the stock under tray are allowed, but the size of under tray may not be increased. Aluminum or plastic may be used to fabricate an under tray of the same size and shape as stock. No fabricated or modified under tray shall be sufficiently heavy as to act as ballast.
- vi. Sunroofs must be securely mounted. All sunroof components such as motors, cables etc. may be removed. Replacement of the sunroof with a metal panel is allowed. Filling in of the gaps to create a non-sunroof appearance is allowed. Entire roof panels may be replaced with panels similar in contour and weight of stock non-sunroof cars. Roof support structure on sunroof cars may be modified to match a non-sunroof configuration.
- vii. The battery may be replaced with a unit of any size, but it must be securely mounted in the stock location and must be capable of starting the car.
- viii. Lexan may be used for windshields when conforming to SCCA GCR 9.3.54 and may be substituted for window glass in the doors only.
- ix. All undercoatings may be removed.
- x. Unused wiring, brackets, nuts, bolts and studs may be removed.
- xi. Additional trailer tie down points may be added.
- xii. The spare tire well may be modified to allow for its removal and replacement all or in part. An example of this would be cutting the box off or making an access hatch, then reattaching the box or hatch with fasteners. The spare tire well must retain its stock shape and location in all cases. The intent of this rule is to allow for better access to the transmission while preventing any underbody aerodynamic advantages that may result from removing the tire well from the air stream on cars with 17.4-gallon steel fuel tanks. Only cars using the larger stock plastic 21.1-gallon fuel tank may remove the spare tire well entirely and install a metal panel to cover the hole at the level of the rear cargo deck.
- xiii. The spare tire well and rear cargo deck may be removed or modified to allow for a fuel cell installation conforming to section 9.3.26 of the current SCCA GCR's. Underbody panels may need to be added to ensure a similar to stock airflow under the back of the car.
- xiv. Factory jack points located on each rocker in the middle of the car may have a steel or aluminum plate of 6"x 6" max per side and 1/8" thick added to limit deformation of these points that can occur during raising of the car.

E. Engine

a. General

All rules related to engines are intended to ensure parity in horsepower between cars. All engines, components, and parts must have been offered for sale in a Porsche 944 from model years 1983-1988 with 2.5-liter eight valve engines only, sold by a dealer in the United States of America. All engines and their internal components must remain stock, except as provided by these rules, and within factory specified tolerances. Engine blocks, crankshafts, pistons, connecting rods, camshaft, head casting and cam tower casting must be the original Porsche factory part or

genuine Porsche OE replacements. Cars may be updated and backdated with parts from the Porsche 944 and 924S from model years 1983-1988 with 2.5-liter eight-valve engines only.

b. Balancing

Balancing and lightening of engine parts and engine components is not allowed.

c. Cooling System

Antifreeze is prohibited. Additives, such as Redline Water Wetter is permitted. Heater core bypass or block-off systems are allowed. No additional water-cooling devices are allowed. Radiator fans may be direct wired with switches. Radiator fans and fan shrouds may be removed or replaced with any replacement fan or fans. Fans and fan shrouds may only be used to direct air flow through the radiator.

d. Radiator

Any radiator may be used provided it is mounted in the factory OEM location. Radiator mounts may be modified to facilitate radiator installation and secure mounting. The lower radiator mount rail may be moved up or down to allow for a taller or shorter radiator than stock. The upper mount rail and both left and right-side rails must remain in their original position and still function as radiator supports. Radiators must be installed at 90 degrees to the ground and in their original position forward/aft in the chassis.

e. Heads

- i. Cylinder heads may be shaved to limits listed in E.e.i. and E.e.ii. and E.e.iii. to achieve the maximum compression ratio of 10.5:1 for all eligible model years.
- ii. Minimum thickness for installed heads is 0.929in (23.59mm) for 9.5:1 pistons and 0.965in (24.51mm) for 10.2:1 pistons as measured to the surface of the block from the factory reference location as show on factory manual page 15-16a dimension A. This installed measurement includes the head gasket thickness and allowance for some variation of head gasket crush and measurement. The surfaces can be accessed by removing only the intake boot. Tampering with the measurement surfaces in a way that distorts the actual head thickness measurement will be subject to penalties.
- iii. Uninstalled minimum head thickness measurements are as follows 0.891in (22.62mm) for 9.5:1 pistons and 0.927in (23.54mm) for 10.2:1 pistons as measured in factory specified location and assume use of a stock 1.1 mm (.043in) head gasket. Factory repair 1.4mm (0.055in) head gaskets may also be used and their extra thickness must be taken into account if a head is inspected after being removed from the engine. For reference the factory specified head thickness is 24.0mm \pm 0.1 (.945 in \pm 004).

f. Gaskets

OEM or OEM replacement gaskets are required.

g. Thermostat

Any thermostat is allowed. The thermostat may be removed.

h. Oil Cooling

Any external oil cooler, such as the factory turbo unit, may be added or used to replace the factory oil cooler. Oil pressure reservoirs, such as the Accusump, may be installed.

i. Engine Modifications

The following modifications may be made to the internal components of the engine to ensure reliability. No other modifications may be made.

- i. Crankshafts may have one additional hole drilled in each rod journal.
- ii. A "trap door" baffle in the bottom of the oil pan may be added to prevent oil starvation in left hand corners. This baffle typically consists of a vertical plate with a free swinging one-way panel. This plate shall be welded in to the sump of the oil pan in the approximately 2" from the side of the oil pan which contains the drain plug. Non-stock windage trays and nonstick crank scrapers are not allowed.

- iii. A ring around the oil pickup screen may be added. The oil pickup and drain tube may be reinforced or extra supports added. A steam vent may be added to the rear of the cylinder head. The steam vent shall consist of a hole drilled into rear vertical surface of the cylinder head approximately 1" below the cam tower mating surface. A thread fitting (or plug) shall be installed in this hole with a hose routed to the coolant expansion tank with a T-fitting into the radiator vent line. The radiator vent line is the small (approximately 1/4 diameter) line extending from the top of the radiator to the coolant expansion tank.

- j. Alternator

Alternators may be relocated or repositioned by use of either the factory A/C delete bracket or any aftermarket bracket or tensioning system. The alternator may be mounted no lower than the position defined by the factory A/C delete bracket.

- F. Induction/ Exhaust/ Fuel Systems / Engine Management

- a. Throttle Body, Intake Manifold and Air Flow Meter The throttle body and intake manifold must remain stock genuine Porsche OE with no modifications. The external surface of the intake manifold may be painted or powder coated for an improved appearance only. Insulating of any part of the air intake system from the inlet of the airflow meter is not allowed. The air flow meter must be stock genuine Porsche OE and be unmodified but can be adjusted (tuned and wiper bent to maintain clean contact with track).
- b. Air Filter
 - i. Any air filter or filtration system may be used. Air may be ducted to the air flow meter from any location inside or under the car including the fog light buckets.
- c. Ignition System
 - i. Any spark plugs and spark plug wires may be used. Offset woodruff keys are not allowed between camshaft and camshaft gear.
- d. Fuel Filler Neck
 - i. Fuel filler restrictor and the steel spring loaded flapper door may be removed. The remainder of the fuel filler neck must remain in the stock location and be the only means of adding fuel to the car.
- e. Computer Engine Management System

The stock genuine Porsche OE computer engine management system (DME) is required. Genuine Porsche OE unmodified chips are required. Also see K.c.i.
- f. Fuel Delivery System

All components of the fuel delivery system must remain stock and unmodified, except for the following.

 - i. The stock fuel tank may be replaced with a fuel cell(s) conforming to the SCCA GCR's, located in the rear of the car no farther forward than the forward edge of the stock tank. The maximum capacity of the fuel cell system is 21.1 gallons.
 - ii. Any fuel cap may be used.
 - iii. A fuel sampling port must be added per Section 9.3.25.B. of the GCR.
 - iv. A fuel tank drain system may be added.
 - v. Rubber fuel lines from the chassis to the fuel rail may be replaced or modified. Any covering or heat shielding allowed on these lines in the interest of fire prevention.
- g. Exhaust System
 - i. The stock genuine Porsche OE exhaust manifold (header) is required. The stock header consists of two separate manifolds, one connecting cylinders 1 and 4 and the other connecting cylinders 2 and 3. Headers may be welded to repair cracks and headers may be wrapped with appropriate materials so long as the wrap is removable. Headers may not be coated inside or outside. See also K.c.ii.
 - ii. Exhaust system rearward of the OEM header is unrestricted provided it serves no other function than to expel exhaust gases.
- h. Throttle Cam

The throttle cam may be modified or replaced.

i. Wire Harness

The engine wire harness may be repaired or simplified. Additional sensors may be added, but they shall be for monitoring only and may not alter engine operation in any way.

j. Emissions Controls

All emission controls systems and devices may be removed or modified. Unused vacuum ports shall be plugged. The vacuum reservoir tank may be removed.

G. Transmission/ Differential

a. Clutch

Any clutch disc may be used. The pressure plate and flywheel must be OEM or exact equivalent of no less weight for particular model of car.

b. Differential

The stock 3.889 (9:35) final drive ratio must be used. Differentials are free.

c. Transmission

First through fourth gears must remain stock for the Porsche 1983-1988 944 and 924S naturally aspirated models. Updating to the stock shorter fifth gear from the 924S and the 1988 944 is allowed.

The allowed gear ratios (gear tooth count) are:

First 3.6000 (10:36)

Second 2.1250 (16:34)

Third 1.4583 (24:35)

Fourth 1.0714 (28:30)

Fifth 0.7297 (37:27) or 0.8286 (35:29)

- i. Transmission shift linkage may be modified to remove slop or to repair worn components. The length of the shift lever and the distance of throw of the shifter may not be modified. "Short Shifters" are not allowed.

H. Suspension Components

a. Components

All suspension components must be stock parts and mounted in unmodified original factory mounting locations. Updating or backdating of suspension components (e.g., control arms, trailing arms, hubs, spindles, or factory spacers) from eligible model years is allowed provided the maximum track width is not exceeded.

b. Track Width

The maximum track width for all cars shall not exceed the stock 944 width front and rear. The 924S models may increase stock width by use of updated suspension components or adding spacers providing that the tires do not touch the fenders or springs at any point in the suspension travel.

- i. For the purposes of inspection and compliance the maximum track as measured in shall be no greater than 68.25 inches front and 67.25 inches rear.
- ii. Track width shall be measured by use of a mark made on the ground at the outside edge of the tires using the side wall as guide and in line with the center of the hubs front and rear. This is measured with driver as the car comes off the track.

c. Shocks

- i. Shocks must be either the original factory installed shocks or the following models and part numbers. Custom valving is not allowed.

1) Koni;

1. Front: 8641-1038 Sport, 8641-1414 Sport

2. Rear: 26-1209 Sport, 8040-1035 Sport

2) Bilstein

3. Front: P30-0104

4. Rear: B36-0161, B36-2052

- ii. Shock tower braces are allowed but may only attach to the stock shock tower using the factory shock tower bolts holes.
 - iii. Camber plates are allowed provided they bolt to the chassis using existing shock mounting holes and make no modification to the shock tower.
 - d. Springs
 - i. Any rate spring is permissible in the factory original location only. Coil-over systems are prohibited in the rear. Solid rear torsion bars up to a maximum of thirty millimeters (30mm) O.D. allowed. Hollow rear torsion bars up to a maximum of thirty-one millimeters (31mm) O.D. allowed.
 - ii. In the interest of improved maintainability, torsion bar support end caps and torsion bar ends may be modified to allow for simplified rear ride height adjustments. Holes may be drilled into the body to allow for removal of the torsion bars while the torsion bar carrier is still mounted in the body.
 - e. Sway Bars

Any sway bars are permissible as long as they are not cockpit adjustable.
 - f. Ride Height

Any ride height is allowed, providing that no part of the vehicle touches the ground (except the tires), while in operation on track. Non-metallic bump stops may be replaced, removed or modified provided they serve no other function. Their chassis mounting points may not be modified. Cars may not rest on the bump stops or bump stop mounting points in static form with the car at race weight.
 - g. Suspension bushings
 - i. Stock rubber suspension bushings may be replaced with any non-metallic bushing. Stock bushings, consisting of rubber and metal, may be replaced with a combination of nonmetallic/metallic bushing so long as the metallic portion does not exceed that of the stock bushing and the geometric relationship of non-metallic/metallic is maintained. Factory 968 style caster blocks are allowed. No bushing may alter original suspension geometry.
 - h. Steering
 - i. OEM manual or OEM power steering may be used. The power steering rack may be converted to manual. The steering lock may be removed. Power steering cooler, lines, reservoir tank and reservoir bracket may be removed.
 - i. Rims
 - i. Any 15 X 7-inch wheels with offsets of 23.3 or 52.3 mm are allowed. Wheel spacers are allowed as long as the maximum track width is not exceeded.
 - a. Tires
 - i. Any 15-inch DOT approved tire may be used. Tires must conform to GCR 9.3.44.
 - b. Steel A-Arms
 - ii. Stock steel A-arms may be box welded to increase strength.
 - c. Aluminum A-Arm Ball Joints
 - iii. Any material may be used in the ball joints cups on aluminum A-arms when rebuilding. Aftermarket ball joints may be used. Pin diameter must remain stock at 17 mm. longer than stock geometry correction pins are not allowed.

I. Brake System

The brake system must remain stock including calipers, and cylinders except as noted. ABS must be disabled even if installed by the factory.

- a. Brake Pads

Any brake pads are allowed.
- b. Brake Lines

Steel braided brake lines are allowed.
- c. Backing Plates

Allowances listed in K.e may be applied individually or all together. If multiple allowances are used then weights will be added to generate the new minimum weight. For example, if just an engine management chip is used minimum weight would increase to 2625 lbs., if all 3 allowances are used then it requires an 80 lbs. increase in minimum weight to 2680 lbs. with driver.

e. Notification Requirements

Drivers must inform Tech any time Section K.e. or K.d. will be used. This must be done before taking part in any SPEC 944 sessions.

SCCA SPEC RACER RENAULT

Rules Governing the SCCA Spec Racer Renault (SR). These rules are based upon the 1994 SCCA GCR, with updates for current GCR safety equipment and allowances for parts that are no longer available.

1. Definition

1.1. One design, fixed specifications, open cockpit, single seat sports racer with stock Renault, 1.7 L engine.

2. Safety Requirements

- 2.1. Car will be delivered from the manufacturer with approved safety equipment. Replaced items shall be identical to the original parts, except safety equipment which may be replaced by any other that conforms to GCR 9.3 **GENERAL TECHNICAL AND SAFETY SPECIFICATIONS**.
- 2.2. Roll cages must meet all specifications in section 9.4.5. **ROLL CAGES FOR FORMULA CARS AND SPORTS RACING CARS**.

3. Maintenance and Repairs

- 3.1. It is permitted to perform routine maintenance and repairs as long as existing parts are in no way modified and identical to the original parts. Fasteners (such as screws, bolts, studs, nuts, washers, and hose clamps) that do not attach to or support moving parts within the engine or trans-axle are unrestricted.

4. Chassis

NO MODIFICATIONS ALLOWED except where specifically authorized within these rules.

- 4.1. **Chassis rub block.** It is authorized to install up to eight (8) pads of any material to the underside of the frame to eliminate damage due to bottoming out. The pads shall be no larger than 1-1/2" wide x 8" long x 1/8" thick and fastened in at least two (2) places. They shall serve no other purpose. Carriage bolts may be used to fasten rub rails to the chassis. A steel plate of 1-1/2" wide x 1/8" thick x 14" long may be welded to the bottom of the frame below the rear shock mounting bracket.
- 4.2. **Seat Mounts.** It is required that a metal strap be installed on the right side of the seat between the bolt heads and the fiberglass side panel; this strap shall be 1" wide x 14" long and 1/8" minimum thickness. A flat washer of at least one (1) inch diameter shall be used under any other seat attachment point. The aluminum side bracket, P/N 1380927, is required. Alternate seat belt mounting points may be installed in accordance with Enterprises' drawing 1390022.
- 4.3. **Steering Shaft Bracket.** It is authorized to cleanly and smoothly cut off the unused portions of the steering shaft bracket and/or pad the remaining portion to prevent injury as long as this serves no other purpose.
- 4.4. **Painting/Plating.** The chassis may be painted any color(s). Aluminum parts may be polished or anodized. Surface finishes such as plating or coating may be applied to the following parts for corrosion protection. Any piece that is a closed assembly (i.e., upper control arm) shall have a 1/8" DIA hole drilled in a noncritical location to allow flushing of any entrapped plating fluids. Post plating bake out of four (4) hours at a temperature of 375 degrees F is recommended to prevent hydrogen embrittlement. Accepted pieces for plating:

Gear shift linkage

Wheels

Tailpipe

Header

Upper Control Arms

- Lower Control Arms
- Front Locating Arms
- Rear Locating Arms
- Rear Toe Link
- Front Toe Link
- Pedal Support Bracket
- Pedal Casting Support Bracket
- Pedal Support Bracket Reinforcement
- Steering Column Assembly
- Steering Shaft Assembly
- Gear Shift Lever
- Gear Shift Support Bracket
- Tailpipe Support Bracket
- Upper Radiator Supports

5. Bodywork

NO MODIFICATIONS ALLOWED except where specifically authorized within these rules.

- 5.1. Bodywork crash-damage may be repaired, but exterior dimensions, shapes, thicknesses, and profiles shall remain unaltered. The addition of material to increase rigidity and/or the weight is prohibited. Sections shall meet the following weight requirements.

	Minimum	Maximum
Front	35 lbs.	65 lbs.
Center	25 lbs.	n/a
Rear	30 lbs.	n/a

Body opening modifications are absolutely forbidden, including cutouts for clearance of the SuperTrapp. Rotating the SuperTrapp slightly will allow for proper clearance.

- 5.2. At-track repair of crash-damage that does not conform to the above specifications will be allowed if replacement parts are not immediately available. This waiver will be noted in the vehicle logbook and will be good for that ONE EVENT ONLY.

5.3. Optional Bodywork Modification:

A 22" diameter wheel arch may be cut in each side of the tail section. Viewing the tail section from the side, draw a vertical line at the drive axle centerline. Locate the top of the wheel arch at a point measured from the bottom edge of the tail section 8.625" vertically along the centerline. The 22" diameter circle intersects the bottom edge of the tail section 10.625" either side of the centerline. The tail section may be reinforced in the forward and aft portions of the wheel arch. Dimension tolerance is +/- 0.5". NOTE: The minimum weight of the tail will not change.

- 5.4. A spring-type fastener may be used to replace the 1/4 turn fastener located to the rear of the front wheel.
- 5.5. The car may be painted any color(s) except primer.
- 5.6. It will be required that all cars display the following:
 - 5.6.1. Current SCCA field logo on the front and both sides of the car.
 - 5.6.2. Current Divisional Series logo on both sides of the car.

- 5.6.3. Four (4) inch high "SR" class designation on both sides.
- 5.6.4. Correct minimum weight displayed on both sides.
- 5.7. Forward braces and portions of the main hoop subject to contact by the driver's helmet (as seated normally and restrained by seatbelt/shoulder harness) shall be padded with a non-resilient material with a minimum thickness of ½". Padding meeting SFI spec 45.1 or FIA 8857-2001 is strongly recommended.
- 5.8. Ballast plates may be manufactured or purchased providing:
 - 5.8.1. They are identical to the original Enterprise's parts.
 - 5.8.2. They shall be mounted in the same manner as the original Enterprise's part.
 - 5.8.3. They shall be mounted only in approved locations.
 - 5.8.4. They shall be fastened securely with nuts on both ends.
- 5.9. Rub Rails - P/N 1380557LH; 1380558RH, may be fabricated from .060" thick aluminum. Dimensions shall be 2-1/2" high x 3" wide by 72" long. Additional fasteners may be used.
- 5.10. Nose Pans - P/N 1380448 may be fabricated from .040" to .060" thick aluminum. Such nose pans must be dimensionally and functionally the same as to the original SCCA Enterprises nose pan and shall perform no other function.
- 5.11. Floor Pans - P/N 1380434, may be fabricated from .060" thick aluminum. Such floor pans shall be dimensionally and functionally the same as to the original SCCA Enterprises floor pans and shall perform no other function.

6. Engine and Drivetrain

6.1. Engine

- 6.1.1. NO MODIFICATIONS ARE ALLOWED EXCEPT WHERE SPECIFICALLY AUTHORIZED WITHIN THESE RULES. This includes the carburetor, induction, exhaust, cooling, electrical, and lubrication systems. All fluids are unrestricted. The Enterprises seals are located on the valve cover, a cylinder head bolt, and the oil pan in two locations. The carburetor shall have two seals in place on the cover, and may be Enterprises or CSR seals. Engine maintenance which is permitted includes the replacement, but not modification, of external engine parts such as spark plugs, oil filter, ignition parts, fuel pump, water pump, carburetor, alternator, timing belt, hoses, and manifold gasket. The engine may be rebuilt and all specifications of the engine shall remain original. The use of the new style air filter housing marked with the SCCA logo is allowed. Alternate commercially available carburetors are allowed if they meet the original carburetor specifications.
- 6.1.2. Vapor lock: The vapor lock problem seems to be indigenous to certain temperature and humidity areas. If you race in one of those areas where vapor lock is a problem, you may install the vapor lock kit P/N 1390010 (electric fuel pump). While the kit is the most effective solution, the following may also be used: (Any or all modifications are allowed)
 - 6.1.2.1. Reroute the existing fuel line without changing its length.
 - 6.1.2.2. Replace the isolator block between the fuel pump and the head with one of a different material.
 - 6.1.2.3. Build and install a metal heat shield manufactured from a flat piece of material not to exceed 7" x 6" in size between the head and the fuel pump.
 - 6.1.2.4. Install a pressure relief return line between the fuel tank and the second fitting on the fuel pump.

6.2. Transmission

- 6.2.1. THE TRANSMISSION IS A SEALED UNIT. NO MODIFICATIONS ARE ALLOWED. Seals may be either Enterprises' or CSR seals. Maintenance involving machine work of any type is not allowed, with the exception that welding repairs to broken cases are approved as long as the welding serves no other purpose. Internal transaxle work is strictly prohibited. This includes, but is not limited to, the replacement, modification assembly, or disassembly of internal transmission parts such as gears, bearings, synchronizers, or shifter mechanisms. The alternate shift fork P/N 1390001 may be installed. The alternate fourth gear P/N 1390100 may be installed.

Transaxle/drivetrain work which is permitted includes replacement, but not modification of axles, CV joints, clutch disc, pressure plate, flywheel throw-out bearing or transaxle assembly

6.2.2. Emergency Maintenance. Emergency Maintenance at an event is permitted subject to the following restrictions:

- a. Emergency maintenance is defined as involving the replacement of cylinder heads in the event of a broken timing belt or any other reason that the engine timing slips, and the cylinder head is damaged. The competitor must contact the Chief Scrutineer for the event and a notation be made in the logbook that the engine must be resealed by the next event.

7. Suspension

NO MODIFICATIONS ALLOWED. Adjustments are permitted within the limits of the suspension components. No modification to the components is allowed, with the exception that a Zirk fitting may be installed on the upper rocker arms to lubricate the pivots.

8. Brakes

8.1 NO MODIFICATIONS ALLOWED. Required front air ducts shall be installed. An extension may be welded to the side of the throttle pedal to improve heel-and-toe braking. Original rubber brake lines may be replaced with braided metal-covered (Aeroquip-type/size 3) brake lines. Replacement lines shall attach to all braking components with no modifications. Brake pad "anti-rattle" clips may be removed.

8.2 Due to availability of Renault calipers, any SCCA Enterprise's caliper may be used. Brake pads are free.

9. Shock Absorbers and Springs

NO MODIFICATIONS ALLOWED. Bump stop shall remain on shock but may be slit vertically to ease removal for shock adjustment.

9.1. Optional permitted Shock Absorbers: Standard Koni shock, P/N 82X-2255-SPA1 with standard oil or Penske P/N 280396. The bump rubber provided with the shock shall be used in unmodified, stock condition. No Koni or alternate bump stop is permitted to be used with the Penske shock. Shortening the Penske shock bump rubber is allowed. All shock absorbers must be sealed by Enterprises. Prior to sealing, the shock absorbers will be rebuilt by Enterprises or its authorized rebuilder.

10. Steering

10.1. NO MODIFICATIONS ALLOWED. The steering rack may be shimmed with any combination of standard shims P/N 1380286 or P/N 1380287 to eliminate bump steer.

10.2. Steering wheel is unrestricted. A removable steering wheel is allowed. The steering wheel center web, flange, and rim shall be of a one-piece construction. "Butterfly" steering wheels are not allowed.

10.3. Upper steering shaft may be modified to accept an alternate steering wheel and/or hub (if applicable).

11. Wheels

11.1.1. Approved wheels for use are: Current SRF 12 spoke cast aluminum Performance Alloy wheels.

11.2. Stamped steel original equipment as supplied by SCCA Enterprises

11.3. Shelby cast aluminum 4 spoke

11.4. WELD machined 2 piece

11.4.1. Race participant is required to have manufacturing documents showing these specs are met.

11.4.2. NO MODIFICATIONS or MACHINING ALLOWED except to mount valve stems. Wheels may be painted any color(s). Plating is allowed.

11.5. All wheel bearings shall be run with grease (not oil), no special coating of the bearings is allowed, and the bearing grease seal shall be intact (unmodified).

12. Fuel system

- 12.1. NO MODIFICATIONS ALLOWED. Unleaded pump gas only per GCR 9.3 **GENERAL TECHNICAL AND SAFETY SPECIFICATIONS**.
- 12.2. All cars shall comply with permitted fuel GCR 9.3.25.A
- 12.3. As an alternate for the fuel vent line check valve, it is permitted to reroute and lengthen the vent line in such a way that the line makes a loop over the fuel filler bracket and ends below the bottom of the fuel cell. A filter may be used at the end of the line. Original rubber fuel supply line (from hard line to Garb only) may be replaced with braided metal-covered (Aeroquip-type) fuel line, size six (6). Replacement line shall be the same length as the original.
- 12.4. All cars shall be equipped with a fuel sample acquisition port as defined in GCR 9.3.25.B.
- 13. Electrical system**
NO MODIFICATIONS ALLOWED.
 - 13.1. Transponder must be located on the right rear frame post, see SCCA Enterprises Technical Bulletin 001.2-2015. (Mandatory 6/1/2015) -The TB was updated to allow for a wider mounting angle +/- 5 deg. / instead of +/-1.5 deg.
- 14. Weight**
The car shall weigh 1580 lbs. minimum, including the driver.
- 15. Battery**
May be replaced with any battery of BCI group No. U1. (7.71" 5.18" 6.89" LxWxH). It shall remain in the same location.
- 16. Vehicle configuration**
All SCCA Spec Racer Renault cars shall comply to GCR 9.3 **GENERAL TECHNICAL AND SAFETY SPECIFICATIONS**.
- 17. Vehicle Logbook**
The Vehicle Logbook for each SCCA Spec Racer Renault will contain not only the record of technical inspections but also the major maintenance performed and all transfers of ownership. The Vehicle Logbook number will be the same as the factory chassis number that is stamped on the right rear body mount plate. When the logbook originally issued by SCCA Enterprises has been filled, a standard SCCA Vehicle logbook will be used as a continuation logbook using the original SCCA Enterprises vehicle chassis number.
- 18. Seals**
All engine, carburetor, and transmission seals shall be intact. If seals are not in place, please contact SCCA Central Division Spec Racer Customer Service Representative Elite Autosport, Inc. 11915 Industrial Heights Drive Woodstock, IL 60098. Phone 815-334-0999.
- 19. Updates**
Provisions will be made for updates on all safety and mechanical improvements. Such updates will be effective when authorized by SCCA in the current GCR, published in FasTracks or published in the Central Division Championship Rules.
- 20. SCCA Spec Racer Renault Drivetrain Protests**
Protests shall be filed per the GCR.
- 21. Accessory Items**
 - 21.1. Mirrors. Any mirror may be used.
 - 21.2. Seat modifications are permitted to allow padding for the comfort and safety of the driver. Foaming of the seat is permitted. Additionally, the seat may be cut or slit to allow the seat belt to cross the driver's body and remain in proper alignment per GCR 9.3 **GENERAL TECHNICAL AND SAFETY SPECIFICATIONS**. Any cuts in the seat should be reinforced to prevent splitting. Taller drivers are encouraged to use this option to gain greater roll bar clearance. The seat may be widened, but installation and location shall remain the same.
 - 21.3. Use of cool suits by drivers is authorized providing the water tank is securely mounted and approved by Tech. The car shall weigh 1580 lbs., with driver, but without the water tank.

- 21.4. Rubber seal, P/N 1390004, between air filter housing and carburetor is authorized.
- 21.5. Shift limiter assembly P/N 1380869 may be installed. The mounting point for the shifter may be moved along the frame rail forward of aft to adjust the shift knobs location to the length of the driver's arm.
- 21.6. Headrest pad may be reduced in thickness for driver's comfort to a minimum of one (1) inch.
- 21.7. Two-way radios may be installed in the car. Computerized driver enhancement systems may be installed and used for practice only. Ail components shall be securely attached and approved by Tech inspection.
- 21.8. Racers tape may be used to repair crash damage or as a precautionary means of securing the body retaining latches. Crash-damage is defined as having occurred during the current event, and the tape should be of an appropriate color if possible. Tape cannot be used to confine the airflow between the oil cooler and its duct, nor to close up body seams.
- 21.9. Electronic memory tachometers from Auto Meter or Stack are allowed. NO MODIFICATION of the vehicle wiring harness is allowed. The power lead (+ 12V DC) shall be connected to the battery side of the ignition switch (not master switch).
- 21.10. A throttle return spring may be added at the foot pedal.
- 21.11. Any oil filter may be used provided:
 - 21.11.1. It mounts in the same location as the OEM filter.
 - 21.11.2. The oil filter chosen shall be an OEM equivalent justified by a filter manufacturer's application chart. The competitor is responsible for providing this documentation.
 - 21.11.3. The capacity of the filter cannot be changed even if allowed under the above.
- 21.12. The addition of a steel floor pan in the area of the foot pedal/driver's feet, size shall be 27.87" x 21.56" x .125" made from sixteen (16) gauge steel.
- 21.13. Aluminum Racing Products (ARP) seat may be installed. Seat, brackets, and shift limiter may be modified to ease installation, and/or improve fit, and shall be of a safe and secure design. These modifications shall be approved for proper installation by a SCCA National Scrutineer.
- 21.14. Radiator - P/N 1380466, may be replaced with Modine P/N 1R698 or equivalent OEM manufacturer justified by manufacturers application cross reference chart. The capacity, core thickness, etc., cannot be changed even if allowed under the above. The competitor is responsible for providing this documentation.
- 21.15. Ignition - Cap (Chrysler P/N 8983300124), Rotor (Chrysler P/N 8883300129), and Spark Plug Wires (Chrysler P/N 8983300136) may be replaced with an OEM equivalent justified by an ignition component manufacturers application chart. The competitor is responsible for providing documentation. Any Spark Plugs may be used.
- 21.16. The center pedal divider may be removed in its entirety.
- 21.17. Timing belts (Gates P/N T119 {old}; Gates P/N 5130XS {new}); Alternator belts (Gates P/N K060345 {old}; Gates P/N K050336 {new}) may be replaced with belt manufacturers application chart as a direct replacement for the above numbers. The competitor is responsible for providing this documentation.
- 21.18. All gauges may be replaced with those of alternate manufacture. Replacement gauges shall fit in the existing dash and attach to the spec harness. Additional gauges may be added and shall fit in the existing dash, with all wiring inside the body, easily traceable, and separate from the existing harness.
- 21.19. Rod ends may be replaced with rod ends having specifications equal to or greater than the OEM supplied rod ends. Replacement rod ends shall be capable of being installed with no modifications to any original components.
- 21.20. A timing belt guard may be installed using existing engine studs for mounting. Material is unrestricted.
- 21.21. Original rubber clutch lines may be replaced with braided metal-covered (Aeroquip-type) size three (3) lines. Replacement lines shall be attached to all clutch system components with no modifications. Replacement lines shall be the same length as the originals supplied by SCCA Enterprises.

21.22. A diaphragm type seal may be installed under the master cylinder caps.

22. Mandatory Items

- 22.1. Radiator screen mesh with a 1/4" minimum opening shall be fitted to serve the single function of protecting the radiator from rock and stone damage and shall be a minimum of one (1) inch from the radiator core.
- 22.2. Radiator baffle of aluminum, P/N 1380891, to close the gap between the body and the radiator shall be installed.
- 22.3. Front brake ducts are required. Four (4) inch diameter clothes dryer or similar ducting, extending from the openings in the side baffles to the brake area shall be used. The material shall be securely fastened to the upper or lower pan area with adequate ties or safety wire sufficient to secure it.
- 22.4. Air filter sock P/N 1380797 or P/N 1390797 is required. The filter may be oiled to improve filtering. K&N filter #E-4640 may be used in place of the sock-type filter.
- 22.5. Air cleaner spacer P/N 1390498 (50mm maximum length) is required on the three (3) studs. Nuts shall be tight; (no play, looseness, or slippage will be allowed for any reason) EFFECTIVE April 1, 1990.
- 22.6. SuperTrapp shall be in place and contain a total of twelve (12) plates in addition to the back and cover plates. Clinch nuts may be replaced with lock nuts, or safety wired to prevent accidental loosening. No play, looseness, or slippage will be allowed for any reason.
- 22.7. Battery post covers are per GCR 9.3 **GENERAL TECHNICAL AND SAFETY SPECIFICATIONS**.
- 22.8. Tallman Kit, #1380905, is required on all cars.

NO MODIFICATIONS to any component are allowed except as authorized above.

Document Updates:

Current Version Date: – January 16, 2026

January 16, 2026- Added Spec Corvette (SC) as a divisional class. Document updated for 2026 Season.

September 19, 2025-Moved the October 11-12th event at BHF to the 2025 season.

January 1, 2025-Removed Divisional path to the Runoffs; Updated GCR classes, moved SpecE46 to a Divisional class

May 22, 2024 – Added Radical Challenge SR1 and SR2 as Regional GCR classes

January 11, 2024 – Updated Schedule. Updated Classes. Updated Divisional Path to the Runoffs

May 4, 2023 – Renamed the Spec MX5 Challenge Series cars to SMX, and changed the Spec MX5 cars to SM5.

April 25, 2023 – Renamed class SMX5 to SMX, per request from National Office

April 18, 2023 – Changed name Touring 5 (T5) to C-Spec (C-Spec)

February 26, 2023-Removed Milwaukee Mile Event

November 22, 2022-Removed Double points for CenDiv Drivers School Double Divisional. Updated GCR Classes.

January 4, 2022-Removed SM5 as a GCR Regional class and added SM5 as a CENDIV Divisional Championship Series car.

Remove part 5.d.: “For 2021, in addition to the Top 3 (Top 5 SRF3/SM) Divisional points earners the SCCA BOD will allow drivers in the top 50% in CENDIV, that have not otherwise qualified, to be eligible for RunOffs invitations on a space available basis”. (For 2022, this applies only to Northeast and Southwest Divisions)

5.b. Reworded according to 2022 Road Racing Program Updates; Eliminates the moving up of drivers in divisional points standing if a driver qualifies for the RunOffs through a different path. GCR 3.7.4.A.2.b

Added Chicago Region ABJ Double Divisional to 2022 CENDIV Championship series per GCR 3.7.4.A.2.a

Added a list of 2022 CENDIV Championship Series events

Clarified Legend Car rules

February 21, 2021-Modified E46 class to be current rule set rather than a specific version

December 21, 2020-Combined Path to the Runoffs and CENDIV Championship series documents. Modified sponsorship and giveaways. Added FM to CENDIV regional class

February 24, 2020-Modified the cash drawings to volunteers and drivers.

January 4, 2020-Updated GCR car classes. Added additional tires to CFF. Modified CENDIV Double Regional event to be double points going forward. Added language for Runoffs eligibility referring to document “CENTRAL DIVISION SCCA DIVISIONAL RACE PROGRAM AND SCCA RUNOFFS”

January 29, 2019-Modified GCR class Spec E46 (SpecE46) removing reference to “Appendix N” and adding “Per Touring 3 and Spec E46 rules, version 2.6”.

December 11, 2018-Added GTX car category. Added Regional class Sport Renault (SR), added series points modification for 2019 CENDIV Drivers School Double Regional and corrected championship tie breaker reference.

January 1, 2018-Changed Nat’l class for SRF3 (formerly SRF Gen30 and added SRF to GCR classes.

December 13, 2017 –Added newly approved Runoffs eligible Formula Enterprises 2(FE2) class.

September 28, 2016-Removed schedule. Added language referencing current schedule on CENDIV-SCCA.ORG

September 13, 2016-Updated for 2017 season. Added additional language in Regulations section (Coulter). CFF; changed tire: Hoosier 43130 Front/43307 Rear R60A series compound slick.

January 20, 2017-Update the logo for the 2017 season. Added additional Driver Cash Award for the regional (divisional) races. To maintain consistency with the document on file with the national office, the document date of 9/28/16 was maintained.

August 25, 2017-Removed references to specific year. Added item 6 to section on Championship points. Updated weights in CFF rules. Updated GCR references in SPEC944 rules.