

SCCA - Southeast Division (SEDiv)

Club Racing regional level

Class Review Board (CRB) Revised February 7, 2001

Revised August 8, 2001

Revised January 23, 2001

Revised July 31, 2005

All rules reviewed or revised and approved July 2006 All rules reviewed or revised and approved

July 2007 All rules reviewed or revised and approved July 2008 All rules reviewed or revised and

approved July 2009 All rules reviewed or revised and approved July 2010 All rules reviewed or

revised and approved July 2011 Updated for 2014 SM/GTA

Updated for 2016 for addition of SMSE MXP added 2016

Date for Spec tire for FF is July 1st, 2016-Approved Feb 2016 Updated 2018 SMX 5

Updated 2020 for SMT/SMSE-T

Updated 2022 for SE1/SE2/SE3/SE4

Special Update 2023 for Spec Corvette

All Rules reviewed and revised 1/2025

The CRB was established in January of 1997 at the annual meeting of the Southeast Division by the governing body (REs) of the Division. The purpose of the CRB is to act as a sounding board and review the vehicle and class issues as pertain to SARRC and ECR competition within the Southeast Division. Their recommendations are submitted to the REs for consideration and implementation for the next race season. On occasion an issue can be considered and implemented after the January Annual Meeting. Classes may be dropped if they do not average two (2) entries per event throughout the Division. At the 2007 Mid-Year meeting the task of coordinating the Class Review Board was transferred from the DA of Scrutineering and the racing region Chiefs of Tech to the Planning Committee.

The SEDIV Class Review Board will consist of the Planning Committee and the Class Advisory Committees. Before submitting any rule proposals to the Regional Executives, the Planning Committee will coordinate their review by the following parties:

the Executive Steward and her/his Deputies

the DA of Scrutineering

the racing region Chiefs of Tech

the racing region Competition Directors / Race Directors

These coordination efforts include but are not limited to:

receiving requests for rules changes and/or new classes

assembling said changes into a consistent format

soliciting input from the various members of the CRB

creating and administering surveys of the racing community where appropriate

developing recommendations to be considered by the REs

presenting said recommendations annually prior to the Mid-Year meeting

SEDIV SCCA 2026 ITO RULES

(effective 09/22/2025)

CLASS PURPOSE AND INTENT:

The ITO class rules allow cars that exceed the SCCA IT class preparation rules to compete without having to run in SPO or SPU. ITO cars will come from one of two groups found in sections 6&7.

Turbo or supercharged motors are not permitted except for models under 4 liters which came so factory equipped.

The primary purpose is to provide a class for Touring cars from other sanctioning bodies and some obsolete Pro series to compete unchanged. ITO provides a class for larger bodied models with moderately modified V-8, 6 & 4 cylinder engines, bolt on enhancements, competing on DOT tires. Entrants will not be guaranteed the competitiveness of any car.

AUTOMOBILES:

1. All cars shall meet or exceed current safety standards of ITCS. The roll cage MUST exceed the minimum six-point standard by utilizing at least eight (8) attachment with two bars running forward to the driver's legs. These bars may attach to the floor, front shock/strut towers, or frame.
2. Fuel cells, welded-in roll cages, fire systems, & NASCAR style door bars are recommended.
3. All cars will compete on any brand DOT tires without regard to spec tires for their series.
4. Tubular frame race cars are not eligible for ITO unless otherwise listed below. (Factory Five)
5. ITO cars must meet GCR fuel specifications for either GT or IT groups.
6. Competition vehicles from the following Touring- type series are allowed to compete in ITO.

Entrants must declare in their vehicle logbook the series to which their car is prepared. Cars must list the minimum weight & Series initials (next to the ITO class on each side of car (ex. CMC,FF,AI,MC,etc.) using 1" letter/numbers. Entrants must be able to present a copy of series rules being used if requested by an official or other ITO competitor. Vehicles must remain prepared to their specific series with no other modifications.

A. Mustang Challenge or Motorola Cup

B. NASA: CMC, CMC2, Factory Five, American Iron

7. Cars from existing or previous SCCA classes (such as AS, SSGT, ITGT) modified/ updated to compete in ITO. Cars not originally run in these classes may be built to these rules specifications.

Cars may compete using their original class rules plus the following additions.

Replacement of steel body panels, hood, deck lid with alternate material.

Fender flares allowed, must retain original appearance, must cover tire tread per GCR rules.

Windshield & rear window may be replaced with GCR approved light weight material.

Wheel maximum size- 18" diameter, 10.5" width. Diameter and width may vary front to rear, but not side to side.

Brakes, splitter/airdam, rear wing, ride height, air ducting updated to current T1 class specifications.

Cars may retain EFI w/ larger throttle body& injectors or change to intake manifold & carburetor up to 750 cfm. Original carbureted cars may switch to EFI. Four and six cylinder intake/carb free.

Minimum wheelbase 100". Rear wheel drive only.

Minimum weight with driver:

4 cylinder cars – 2600 pounds

6 cylinder cars – 2800 pounds

8 cylinder cars – 3000 pounds

Cars from the past 4 model years prohibited.

8. Additional touring type cars may be considered in future by request to the ITO Advisory Committee. Such requests will be considered at the SEDIV annual convention & Mid-Year meeting.

9. Classification in ITO shall be done either at issuance of vehicle logbook and/or Annual Tech Inspection

Entrants shall present a copy of series which car is prepared to allow an assessment of compliance.

Correct minimum weight shall be noted in Vehicle logbook. Cars must display ITO class designation.

THE GCR AND IT SPECIFICATIONS SHALL APPLY WHERE NOT SPECIFIED ABOVE.

ITO Advisory Committee:

Michael Albano, Chairman

Paul Troup

Andrew Wilkin

Club Formula Ford (CF)

January 1, 1989

Revised July 20, 2001

Reviewed July 2006

Reviewed July 2007

Reviewed July 2008

All Formula Ford cars shall comply with all SCCA General Competition Rules applicable to Formula Ford.

Age of car is no criteria for eligibility in Club Ford. All Formula Fords with outboard suspension on at least one end of the car shall be considered eligible. Cars originally manufactured with four wheel inboard suspension shall not be allowed to convert to outboard suspension to enter Club Ford. It shall be the responsibility of the participant entered in Club Ford to document the eligibility of the car. It is not the responsibility of SCCA SEDiv to determine the car's eligibility.

Permitted modifications: (Nothing in these permitted modifications shall supersede restrictions as set forth in the GCR)

Club Ford cars may be up-dated provided the basic configuration is unchanged. Heat exchangers shall not be relocated to an inboard position amidships and suspension(s) and front brakes shall not be converted to inboard configuration.

The manufacturer's basic body design shall be used. Aluminum substitute or one-off bodies are permissible only if original body work is unrepairable or unobtainable; however variant should conform in appearance and dimension to original.

Use of carbon fiber type material is prohibited. Aluminum underbodies/ skidpads are permitted.

Coil springs, shock absorbers, anti-roll bars, steering rack and wishbones are free provided they fit the original locations.

Make and update of drive shafts is free.

Any modification of which the sole purpose is to increase driver safety is allowed.

Club Formula Ford cars shall carry the class identification of CF governing identifying marks.

Spec Tire Hoosier R 60 **Hoosier VFF tire is allowed in CF (11/2024)**

CF Advisory Committee:

John Gaither

Garey Guzman

Steve Robertson

NOTE for FF spec tire rule in 2016- All cars may use the old non spec tire until July 1st, 2016. As of that date, the new Spec tire will be required at all SARRC events.

Improved Touring 7 (IT7)

Established July 1998

Revised July 2005

IT7 rules updated May 2006 as revised January 2006 Reviewed July 2006

Revised July 2007

Reviewed July 2008

July 1998 this class was initiated for Mazda RX7s model year 1979 through 1985 with a 12 A motor. This class must comply with and be prepared to the IT A rules as published by SCCA GCR and Category Specifications. Effective October 1, 2005 the spec tire for IT7 is Toyo RA1 DOT - shaved or unshaved. Effective October 1, 2007 the spec tire for IT7 is Toyo RA 1 DOT or the Toyo R888. Optional rain tire, Toyo Proxes RA1 DOT shaved or unshaved, or Hoosier Dirt Stocker DOT.

IT7 Advisory Committee:

Stan Hinds

Tom Sprecher

Blair Stitt

Spec Miata (SM)

Revised July 2005

Reviewed July 2006

Reviewed July 2007

Reviewed July 2008

Revised July 2009

SM class must comply with SCCA GCR and category specifications for SM. The Spec Miata tire rule for all SEDIV series races is the same tire as listed in the GCR for the Spec Miata National (Majors) race class with any amendments in Fastrack.

This rule will be continually reviewed as experience is gained with the tire specified for National SM competition, but it can only be modified at the Annual Meeting in January or the Mid-Year Meeting.

SM/SMT Advisory Committee:

To Be Determined (if necessary) at 2013 SEDiv Convention SMT- /SMSE-T approved 2-1-20

SPEC MIATA T (SMT) and Spec Miata Southeast T (SMSE-T): Spec Miata T will run under the SCCA [GCR](#) Spec Miata Category Specifications ([SMCS](#)) [Section 9.1.7](#), and [Spec Miata Southeast T \(SMSE-T\)](#) will run under the SEDIV approved rules, with the following tire rule exception:

Vehicles in these classes must use Toyo Proxes RR tires, size 205x50x15. All four tires on the car shall be the same manufacturer and model. The Toyo RA1 is also allowed but recommended only for wet conditions. The only modifications allowed to tires are having treads "shaved" or "trued."

Spec Miata Southeast (SMSE)

See above for SMSE-T Approved 2-1-2020

Class added October 9, 2016 for 2016 SEDiv Regional Races

SMSE class must comply with the current SCCA GCR and category Specification for all

cars listed for SM. The SMSE tire rule for all SEDiv series is the same tire as listed in the GCR for the Spec Miata Majors race class with any amendments in Fastrack.

The purpose of this class is to give the owners of the 1.6 Mazda Miata a low cost class in which to compete in SEDiv series such as SARRC, ECR & Time Trials.

The rules for this class will be reviewed at the February 6th, 2016 SEDiv annual meeting and maybe modified as deemed necessary to meet the stated purpose of the class. The class was reviewed and it was determined that for 2016, the class would remain as per the 2016 GCR rules governing Spec Miata.

SMSE Advisory Committee TBA (applications accepted)

MXP

The [2016 Mazda MX-5 Cup](#) is a race-ready version of the Miata that comes with safety upgrades like a roll cage, racing seat, upgraded brakes and suspension, and other tweaks to ready the car for club racing. A 2.0-liter Skyactiv inline-four engine and a six-speed manual transmission provide motivation. The car will be built for Mazda Motorsports by North Carolina's Long Road Racing, and will be legal for a variety of SCCA and NASA club-racing series.

Adopted at Feb 2016 meeting.

SPEC MX-5 (SMX 5) CLASS (REGIONAL ONLY):

Purpose and Intent

The purpose of Spec MX-5 is to provide an opportunity to compete in similarly prepared low cost cars with limited modifications. The cars are a Club Racing version of the NC SCCA Pro MX-5 Cup Car, or a purpose built car for the class. Only the US version of the 2006-2015 (NC) Mazda MX-5 is eligible to compete in SMX. Unless a particular modification or part is approved in these specifications, the vehicle and all of its parts and assemblies shall be stock including the sport package and suspension kit. It is intended that the cars competing in SMX be very similar in appearance and performance. Therefore, if an alternate part or modification is specified, it shall be used by all cars unless the OEM part is specifically allowed. No modifications or alterations from the original "as delivered" vehicle configuration are permitted except those required in these specifications. No permitted component or modification shall additionally perform a non-permitted function. Replacement parts required to meet stock OEM specifications may be purchased from alternate standard outlets such as parts stores provided they are the exact equivalent of the stock OEM part.

Safety – cars must conform to all SCCA safety standards as defined in the SCCA GCR.

Authorized Modifications

Rollcage

Miatacage "2006-2015 MX-5 Cup roll cage kit" must be installed in its entirety.

Chassis

The outer edges of the dashboard, outside of the dash vents, may be trimmed the minimum amount required to install the roll cage A-pillar down tubes.

The only allowable tow device for the front and rear of the car is a flexible tow strap. The preferred method of attaching each strap is looping it through the tow eye hole and the bumper brace in a choker hitch.

There shall be an arrow that contrasts strongly with the vehicle paint scheme pointing to each tow eye/strap.

The 3-piece front strut tower brace (p/ns: NE57-56-48X, NE57-56-48ZA, and NE57-56-49X) that comes with the sport package shall be used. The strut brace mounts may have a hole drilled in them to allow easier access to adjusters for the front shocks.

The driver's side inner door structural panel may be removed to fit the cage, but the stock side impact beam and the outside door latch/lock operating mechanism shall not be removed or modified.

Any steering wheel except wood rimmed types may be used.

Any shift knob may be used.

A dead pedal/foot rest and heel stop may be added. Foot pedals may be modified to improve driver comfort.

The heater system and air conditioning equipment located in the engine compartment may be removed, but the equipment located in the cockpit shall remain intact.

Cockpit

A bulkhead panel shall be installed in the trunk to cover the flexible portions of the fuel lines, particularly at the point where they may be rubbed by the cockpit/trunk close-out panel. The material may be metal or composite, but must be rigid.

All interior trim components shall be removed, including the front passenger seat, carpet, sun visors, seat belts, etc., but not the dashboard and its attaching hardware and brackets. The lower portion of the door panels shall be removed. The top portion of the door panels containing the door latch release handle shall remain intact. The door window glass and window operating mechanisms shall be removed.

Electronic items, such as the radio equipment and air bags, shall be removed.

The radio face may be left in place or a replacement trim piece may be used if the radio face is removed. If the radio face plate is left installed, it must be unplugged from the vehicle wiring harness.

Any removable equipment, such as spare tires, tools and bins, shall be removed along with any attaching hardware, brackets and covers.

Mazda interior trim kit (p/n: 0000-07-5500-KT) shall be used in its entirety. The trunk close-out panel must be mounted up under the edge of the body to avoid having the trunk closeout panel rub on fuel hoses in the trunk.

Body

Interior and exterior door handles are required to remain operable.

Door locks must be disabled.

All three of the brake lights shall be in working order.

The headlights and tail lights shall remain in working order.

The 2 OE external mirrors for the correct vehicle make and model (left and right) are required. They must be mounted in stock location and must be positioned so that the driver can see objects along both sides of the vehicle. The OE interior rearview mirror or an aftermarket rearview mirror shall be used.

2006-2008 SMX cars may be fitted with 2009-2015 bodywork.

MAZDASPEED trunk lip spoiler (p/n: NF51-V4-920G-xx) shall be used.

The inner hood insulation liner may be removed.

Hood pins are permitted. If hood pins are fitted, the OE latch may be removed.

Auxiliary screen material may be used behind the OE grille piece.

Left and right inner fender liners must remain intact. Inner fender liners may be riveted in place and a small portion of the liners may be trimmed away where the tire makes contact with the inner fender liners. Left and right front fender liners may be removed only if the large excess holes are closed off using .040" –

.060" aluminum and securely fastened into place using rivets.

Front and rear fender lips may be rolled to prevent tire damage.

The OE driving lights may be removed. The resultant openings may be used to direct air to the front brakes.

Side marker lenses may be substituted with a more durable material as long as they retain their original shape and color.

Tires

Dry tires must be 225/45ZR17, spec tire mandated by series.

Wet tires must be 225/45ZR17, spec tire mandated by series.

Weight

Minimum weight with driver is 2400 lbs.

Ballast is permitted to be used to achieve the minimum weight for a vehicle.

Ballast may be mounted anywhere in/on the car provided that it does not perform a non-approved function. All ballast shall be mounted in such a way that tools are required to remove it. Holes may be drilled in the chassis and the chassis may be reinforced in order to safely secure ballast provided that the reinforcement does not perform a non-approved function. Grade 5/Metric 8.8 bolts, or better, and load-spreading washers shall be used to mount ballast when necessary.

Engine

Engines must be ordered through Mazda and must be 100% as delivered, no modifications allowed. Competitor rebuilt engines are prohibited.

Sealed engines may not be rebuilt (sealed engines to be implemented in 2019).

The crankshaft position sensor and crankshaft pulley relationship must be as specified in the 2006-2011 MX-5 Factory service manual, CRANKSHAFT POSITION (CKP) SENSOR INSPECTION [LF] Pg. 01-40-34.

Mazda cold air intake system (p/n: 0000-06-5203-KT) is required.

Mazda exhaust system (p/n: 0000-06-5450-KT) is required.

A fuel test port must be installed between the rigid fuel supply line and the fuel rail per 9.3.

A turn at the end of the exhaust pipe may be used to help disperse/direct noise in order to meet specified decibel limit in all conditions, and/or a Supertrapp may be utilized.

OEM exhaust system heat shields may be removed. Exhaust headers and exhaust systems may be wrapped, coated or both.

The oxygen sensor may be reinstalled in the competition exhaust system. The sensor shall be placed in the exhaust system within reach of the OE electrical connection for the oxygen sensor.

An engine to fender brace may be used if mounted in such a way that it does not foul brake lines, fuel lines, or other systems that would interfere with the safe operation of the vehicle under race conditions.

Spark plugs are unrestricted.

Engine Control Unit (ECU)

The stock ECU with the stock flash shall be used, with a sealed ECU to be implemented in 2019.

Instrument clusters shall be unmodified OE parts.

Drivetrain

The stock 2006-2011 6-speed gearbox, internal parts and ratios shall be used by all cars. A sealed transmission will be utilized in 2019.

Mazda 3-4 shift fork (P/N 0000-02-5701) is permitted.

Gear Ratios: 1st – 3.82; 2nd – 2.26; 3rd – 1.64; 4th – 1.18; 5th – 1.00; 6th – 0.83

The OE limited slip differential shall be used. Final Drive Ratio: 4.10:1. A sealed differential will be utilized in 2019.

No treating, polishing or coating of transmission, differential or axle components is permitted.

The clutch disc and pressure plate must be bolted directly to an unmodified stock flywheel.

Permitted clutch components are as follows:

Clutch Disc

1. Mazda LF04-16-460B
2. Mazda 0000-02-5415-AC
3. Mazda 0000-02-5416-AC

Pressure Plate

1. Mazda LF04-16-410A
2. Mazda 0000-02-5405-AC

Part Diameter (in.) Minimum Weight (lbs.)

Clutch disc 8.5in, 1.7lbs

Pressure Plate 9.875in, 9.4lbs

Flywheel 11.0in (9.375in machined surface), 16.0lbs

Suspension and Steering

Steering lock mechanisms shall be removed.

All cars must use the SMX coil over kit, including Penske shocks and kit springs.

A new spec suspension kit will be utilized for 2019.

Bump stops may not be modified as supplied in the kit

The anti-roll bar end links shall be used as provided. However, the anti-roll bar end links may be connected or disconnected as the driver sees fit.

Suspension alignments (camber, caster, toe) are unrestricted within the limits of the unmodified factory adjustments.

There is no minimum ride height.

The rear shock towers supplied with the suspension kit may be reinforced through the addition of material to it, and welding of, the shock towers. Any reinforcement shall not connect the shock tower to more area of the chassis than the unreinforced shock tower contacts.

Hardware items (e.g. nuts, bolts) may be replaced by similar items performing the same fastening function(s).

RX8 front hubs may be substituted in place of the O.E. hubs. To complete the conversion, the following parts may be purchased from Mazda: Front Hub

#F151-33-04X or #F189-33-04X, ABS Adaptor #0000-03-5901, special installation

tool# 0000-03-5902. An "L" shaped retainer is allowed for the ABS adaptor housing provided it serves no other purpose.

Brakes

Stock Brake Rotor Specification (Diameter/Thickness)

Front 290mm (11.4 in.) / 23mm (0.9 in.) Vented

Rear 280mm (11.0 in.) / 11mm (0.4 in.) Solid

Backing plates and dirt shields may be ventilated or removed.

Brake lines may be replaced with steel lines or Teflon lined metal braided hose.

Series specific brake pads must be used.

MAZDASPEED brake duct kit (p/n: 0000-03-5301) is permitted. The inner fender panels may be modified to fit the brake kit to the driving light openings.

Wheels

All wheels shall be one of the three OE Mazda MX-5 17"x7" wheels.

Style 1: (p/n: 9965-38-7070)

ii. Style 2: (p/n: 9965-36-7070)

Style 3: (p/n: 9965-45-7070)

Aftermarket wheel studs and lug nuts are permitted.

Wheel spacers are not permitted.

Cooling System

The alternate radiator (p/n: 0000-01-5550) from Mazda is permitted.

Thermostats may be modified, removed or replaced.

A bleeder screw may be added to heater hose tube.

Mazda oil cooler (p/n: 0000-01-5100-KT) may be installed.

The gap between the top and sides of the radiator and the core support may be sealed with tape, silicon, foam, etc.

Data Acquisition

Vehicles must be equipped with series mandated data acquisition systems consisting of a data logger, sensors, camera(s) and required wiring.

The data acquisition system may perform no other function, and shall not transmit data while the vehicle is in motion.

Electrical

Batteries may be replaced with those of an alternate manufacturer provided they are of similar amp-hour capacity, size and weight and are fitted in the standard location. Additional battery holddown devices may be used and are recommended. The positive battery terminal shall be insulated to prevent sparking.

With the exception of the wiring needed to install the safety equipment, to operate any data system, to preserve power to the PCM or to repair accident damage, there shall be no additional non-OE wiring, connections, etc. to any wiring harness or component of

Super Production O & U (SPO & SPU)

Established January 1997

Revised January 2003

Reviewed July 2006

Reviewed July 2007

Revised July 2008

January 1997 this class was accepted Division wide as a catch all for vehicles not considered formula cars from other road racing series (exception to fender rule for NASCAR style modifieds) and as a place for unique creations to have a venue in which to get track time. Vehicles must not be other wise classed in the GCR and Category Specifications. The displacement separation for Over (O) (2500cc and above) and Under

(2499cc and below) [Effective January 2003 and reconfirmed July 2007] and all Turbo or Supercharged vehicles will run in SPO. Effective 9/22/2008 – domestic, air- cooled, pushrod engines up to 2999cc are eligible for SPU.

Series vehicles must conform to configuration safety rules of the series (owners responsibility to show proof). All non-series vehicles must at a minimum comply with safety specifications as published in the SCCA GCR and GT/Production Category specifications.

GCR Optional Regional-Only Classes

Super Production Class (SP) (Regional Class Only): Cars which exceed the preparation limitations of the applicable Production or GT Specifications but which meet the general regulations for GT category cars. This includes cars not listed in the GT or Production spec pages, such as FIA homologated Production cars.

SPO/SPU Advisory Committee:

Wayne Cabaniss

Jim Coman

Jim Kellogg

Robert Logsdon

SE1, SE2, SE3, SE4

SEDIV Regional Classes - May 2022

A set of Regional-only classes approved effective May 2022, that may be modified only by the current SCCA Enduro Technical and Safety Regulations.

Definition, Purpose, Philosophy and Intent

The purpose of this regional class is to provide a class for the SEDIV ECR Series to continue maintaining its philosophy and budget, but allow National Enduro competitors to move into an SEDIV ECR event with economical and easy entry. For the avoidance of confusion, the class letter "S" has been added to the existing SCCA Enduro class designations. The only other modifications, changes or additions are stated herein and there are no exceptions. IF IN DOUBT, DON'T. These classes will only be grouped with the ECR sessions for Southeast Division events. They are not eligible for SARRC, or any other Regional, sprint race sessions.

Specifications

Shall conform to current SCCA Enduro Technical and Safety Regulations as published and approved by the SCCA Endurance Racing Board.

Authorized modifications

Shall conform to SCCA Enduro National Class Table classifications and adjustments.

Protests

At SEDIV ECR events, cars in these classes are non-protestable with regard to their technical compliance. Any Safety matters will be managed via existing Road Racing processes. However, all other aspects of driver conduct are subject to ECR Rules, Supplemental Regulations and the GCR.

Spec Corvette

<https://www.speccorvette.com/pages/rules>



The Rules:

Mandated Spec Corvette Specifications v2.0

The main goal of Spec Corvette is to promote the equal competition of C5-generation Chevrolet Corvettes. Eligible cars are 1997 to 2004 C5 Corvette models: base coupe, FRC, and Z06. The rules emphasize driver skill and reliability, not driver budget. Any modifications not specifically approved are not allowed will result in likely disqualification. Do not try to get away with unapproved modifications or we will disqualify you from the series indefinitely. If you are caught blatantly cheating, your car and the shop that built it will be announced as disqualified from the series.

1. Car Preparation Rules

1.1. Vehicle Eligibility

Any Corvette hatchback base model year 1997 to 2004, fixed-roof coupe (FRC) model year 1999 and 2000, or Z06 model year 2001 to 2004 that passes SCCA or NASA safety technical inspection can be used in Spec Corvette provided it is in compliance with the rules set forth below.

1.2. Competition Weight

Minimum competition weight is 3200 lbs. Competition weight includes driver, fluids, and all items, directly after you pull off the track post race.

1.3. Competition Horsepower and torque

Maximum competition horsepower is 380 horsepower measured at the rear wheels on a DYNOJET with SAE 5 correction. The GM LS6 engine is the benchmark engine. Each car will be required to submit the racing vehicles dyno sheet for approval before its first race and subject to random dyno testing. Racer dyno sheets will also be posted to the website for reference. UPDATE 1.3.1 (9-1-24) Competition Torque Limit. All vehicles are limited to a maximum of 380Ft lbs of torque.

1.4. Competition Tires

1.4.1 ViTour Tempesta P1 tires are the official tires of Spec Corvette for 2025.

1.4.2 Nankang NS-2R tires are still allowed for 2025 season.

1.4.3 All cars must be equipped with 315/30/18 on all four corners and all four tires must be the same make.

1.4.4 Shaving of tires is not permitted.

1.5 Reliability

Red Line Oils are the official lubricants of Spec Corvette. Fluids are open. Larger radiator, engine oil, transmission and differential coolers are allowed.

1.5.1 Modifications to Radiator Air Shroud to increase radiator cooling efficiency is allowed.

Replacement of factory air shroud with other material is allowed. New air shroud cannot be wider than inside of frame rails. The front bumper must remain in factory shape – unmolested and air shroud must mount to it in factory location. Upper Radiator Support must retain factory location. Factory air dam must remain in its factory location. Trackspec Part # Allowed for replacement shroud.

2. Chassis

2.1. Suspension - ALL FACTORY SUSPENSION PICK UP POINTS MUST REMAIN. Moving or adjusting ANY factory pick up point is strictly prohibited.

2.1.1. Penske Spec Corvette sealed units are the official coilover system of Spec Corvette. OEM and T1 mono-leaf springs and shocks are allowed. OEM C5 or OEM C6 uprights are allowed.

2.1.2. Spec Racing SCT-1 sway bars, polyurethane bushings, and end links are the official anti-roll system of Spec Corvette. These are a direct replacement for T1 sway bars. OEM C5, C5 Z06, and T1 sway bars are allowed. UPDATE Factory mounting positions must be maintained for all connection points.

2.1.3. A-arm bushings may be upgraded to monoball, delrin, or polyurethane. OEM rubber bushings in OEM A-arms are allowed. UPDATE (10-17-24) NO OFFSET Suspension bushings allowed. Alignment settings are limited to the factory cradle limits and factory suspension pick up points.

2.1.4. OEM hubs are allowed, but not advised. OEM hubs are guaranteed to crack at the flange under frequent racing conditions. SKF racing hubs with ARP extended studs are allowed and recommended.

2.1.5. Bump steer kits are prohibited. Only OEM or factory replacement tie-rod ends are allowed.

2.1.6. Track Width - Maximum Track width allowable is 76.5" measured at the ground directly below the outermost part of the tire. This measurement is found using Trackspec 18 x 11 SPEC Wheel in +54 Offset. Spacers may be added to narrower wheels to achieve equivalent track width BUT MUST NOT EXCEED stated track width maximum.

2.1.7. UPDATE(10-17-24) All factory suspension pick up points must be maintained. Trackspec's rear upper coilover offset shock mount may be used, part number C56UPRMNT.

2.2. Alignment (Revised 1/1/2022) - Limited to all factory suspension pick up points and factory cradle limits. This includes NO OFFSET BUSHINGS.

Front Camber is OPEN. Front Toe is OPEN. Caster is OPEN.

Rear Camber is OPEN. Rear Toe In is OPEN.

Rake and ride height settings are open.

Suggested Alignment Starting Points (Revised 09-05-2022)

Front Camber 2.7. Front Toe 0. Caster max.

Rear Camber 1.2. Rear Toe In 1/8.

3.5" front 4" rear to frame jacking points.

2.3. Brakes

Wilwood Disc Brakes AERO6Rs are the official big brake kit of Spec Corvette. This includes the radial 6-piston caliper and rotor kit (part no. 140-14557-N) and flexline kit (part no. 220-8176). OEM brakes are allowed. Race pad compounds are open.

All cars must run OEM or factory replacement rear brake calipers. Aftermarket 2-piece rotors are allowed for improved reliability and life but must maintain factory dimensions. Rear stainless brake lines are allowed. Race pad compounds are open.

2.3.1 UPDATE (10-17-24) Brake Master Cylinder New C5 Brake Mater Cylinders not recommended. Replacing stock Master at 100k miles is suggested. Use Master from a donor C5 Corvette or use Master and Booster from 2009-2013 Corvette allowed. C6 Master Cylinder Part Number. GM 19418187 Booster Part Number 19418516.

2.4. Bracing and Bushings

Aftermarket engine, differential, and transmission mounts are allowed and recommended. Solid or polyurethane replacements are allowed. Transmission/differential bracing such as the DTE Differential Brace is expressly prohibited (see Section 4.5).

2.5. Wheels

Wheels must be 18" diameter and a minimum 10" width and maximum 11" width on all four corners. Wheels must weigh 20 lbs. minimum. Aftermarket wheel studs and lug nuts are allowed.

2.6. Interior

2.6.1. Vehicle must retain OEM dashboard. Dashboard may be cut to allow installation of roll cage. Removal of OEM radio and shifter trim is allowed.

2.6.2. Steering wheels are open. Quick-release steering hub is allowed. Update (10-17-24) Factory Steering column must remain. Aftermarket column not permitted.

2.6.3. Removal of airbags, carpet, insulation, AC/heating, windows, radio, passenger seat, parking brake, sunglass holder, mustache combs, gold chain lanyards is allowed.

2.6.4. Removal of non-essential wiring is allowed.

3. Engine

It's real simple. Don't touch it. If you think it's not allowed, it's not allowed. If you think it might be allowed, it's probably not. Be sure to ask questions if you are unsure about the specifications.

3.1. Engines must be stock LS6 or LS1. LS6 Engine is the benchmark engine. LS1 Engines upgradable with OEM unmodified LS6 243/799 heads, LS6 camshaft, and LS6 intake manifold. Cylinders may be honed during rebuild with maximum .010" over bore to clean up cylinder walls.

3.2. Exhaust manifolds must be stock. Pre-2001 cars may upgrade to LS6/2001+ exhaust manifolds. Removal of catalytic converters and exhaust after manifolds is open to modification. LS1 Engines with unported 241 heads, LS1 OEM camshaft, and unported LS1 intake manifold may add TPS Motorsport headers (part no. TPS-C5178LTH) and factory LS6 intake. Basically bone stock corvette LS1 can be equipped these headers and LS6 intake instead of upgrading to LS6 heads and cam as a budget friendly bump in horsepower. No combination other than stock LS1 as mentioned may use headers. (Updated 02-15-21)

3.3. All cars must be equipped with unmodified OEM LS1/LS6 throttle body and MAF sensor. Porting and any other modifications are strictly prohibited.

3.4. All cars must be equipped with the OEM Corvette airbox assembly. "Zip tie/flip tie mod" is allowed. Factory accordion bellows tube connecting to the throttle body must be run. Aftermarket smooth tubes are strictly prohibited. (Updated 08-19-21)

3.5. OEM LS6 intake manifold must be untouched. Porting and any other modifications are strictly prohibited. Stock LS1 engines can be upgraded to LS6 intake manifolds.

3.6. OEM LS6 243/799 heads must be untouched. Porting, polishing, and any other modifications are strictly prohibited.

3.7. OEM LS6/LS3 and factory replacement valve springs are permitted and recommended. PAC 1218 valve springs are also permitted. Valves must be factory sized and untouched.

3.8. Oil catch cans are allowed. Stock oil pump may be replaced with high pressure/high volume pump Melling part no. MEL10295 or MEL10296. Improved Racing Oil Pan Baffle Kit (part no. EGM-202) is allowed and recommended. OEM "Batwing" pan is allowed and recommended. Accusump oil injection system is allowed. Dry sump oiling systems of any kind are strictly prohibited. ONLY SCCA T2 grandfathered vehicles allowed to run dry sump during grace period.

3.9. Factory LS1/LS6/LS3 water pump with factory drive ratio is allowed. Under-driven water pumps are prohibited. Electric water pumps are prohibited. (Updated 05-25-21)

3.10. Katech Belt Tensioner (part no. KAT-A4425) and Trackspec Belt Tensioner (SKU:C5BELTTENSIONER) is allowed to prevent belt walking.

3.11. OEM engine ECU is mandatory. Tuning for race gas and use of race gas is strictly prohibited. All cars must run local pump gas 93oct maximum.

3.12. Underdrive Balancer is strictly prohibited. Factory-sized steel balancer or ATI factory replacement steel damper permitted (part no. 917246). (Updated 08-19-21)

3.13. Factory Rev Limiter MUST BE MAINTAINED at 6600 RPM. Extended rev limiter to higher than 6600 is prohibited. (Updated 11-28-22)

4. Drivetrain

All cars must be equipped with the factory transmission, torque tube assembly, rear differential and housing.

4.1. All cars must be equipped with OEM MN6 or MN12 transmissions. All factory gear ratios must be maintained. Transmissions may be rebuilt with improved reliability (steel forks, bronze, etc.) but overall performance and gearing cannot be altered.

4.2. OEM LS6 clutch with factory steel flywheel is allowed. LS7 factory clutch with RAM Clutches 19lb aluminum flywheel is allowed to improve clutch reliability and bring overall unit weight back down to LS6 level.

4.3. OEM GM or Tilton Adjustable Clutch Master Cylinder is allowed. Please be advised to properly adjust the Tilton or you will have clutch failures. Extending clutch bleeder line is allowed.

4.4. OEM GM rubber guibos, aluminum solid, polyurethane guibos, or any combination of these are allowed for increased reliability. Factory prop shaft must be maintained.

4.5. All cars must be equipped with OEM rear differential and factory gears. Aftermarket differentials and LSDs are strictly prohibited. Rear gears maximum 3.42 ratio. All cars must use factory housing. Bracing is prohibited and is not needed.

4.6. Transmission shifters are open. We have had the best luck and recommend the factory C6 shifter. Cheap and reliable. Aftermarket shift knobs are open.

5. Bodywork

5.1. Trackspec Motorsports T1 Hood Louvers are the official hood vent kit of Spec Corvette (part no. C5T1HL). All hood louvers must be installed in the specified location. All other vents are prohibited.

5.2. Trackspec Motorsports/G-Stream 3" Rear Spoiler is the official spoiler of Spec Corvette. Spoiler must be installed in the specified location. All other spoilers and wings are prohibited.

5.3. The removal of the trunk tub is allowed to gain access for easy differential and transmission removals. The tub is allowed to be cut at the intersection of the vertical walls where it meets the horizontal trunk area. A closeout panel is allowed to be fabricated and installed to complete a flat surface across the trunk area. Fans and differential and transmission oil coolers may be mounted to this close out panel.

5.4. OEM headlights may be removed. Aftermarket covers or lights may be used in place of headlights as long as the top surface does not deviate from factory shape and plane. i.e Froggie style headlights not allowed.

5.5. Windshield - Factory style glass windshield must be used. Plexi or polycarbonate front or rear glass not permissible.

5.6. (Update 10-17-24) Wiper Motor and Arms assembly must remain. Cowling parts to remain.

6. Safety

The safety rules within the SCCA General Competition Rules are the overriding guidelines with regards to safety specifications listed.

6.1. Roll cage must meet SCCA specifications for T1 (currently Section 9.4 of the 2021 SCCA GCR).

6.2. FFP Racing is the official fire system provider of Spec Corvette. All cars must be equipped with a 10lb. fire suppression system.

6.3. All cars must be equipped with a master kill switch.

6.4. All cars must be equipped with an FIA approved racing seat. Halo protection is strongly recommended. Sparco Racing supplies the official seats of Spec Corvette.

6.5. All cars must be equipped with an up-to-date FIA or SFI harness.

6.6. All cars must be equipped with a window net.

6.7. All cars must be equipped with front and rear tow hooks.

6.8. All drivers must be equipped with a Head and Neck Support (HANS) or equivalent.

7. Data

7.1. All cars must be equipped with hard-wired and operational front and rear video cameras.

7.2. All cars must make available the factory OBD2 port for purpose of data collection from cars ECU upon request. If running an AIM dash, A port splitter may be used to pull data

8. SCCA T2 Vehicle Cross-classing Eligibility

8.1. For the 2025 season, T2 corvettes are no longer compliant under SPEC Corvette Rules as per the agreement made in 2022.

UPDATED 08-19-2021: Upload New Website.

UPDATED 09-05-2022: 2.2 Alignment Sugg/Specs.

UPDATED 11-14-2022: 2.1.6 Track Width

UPDATED 11-14-2022: 5.5 Windshield Material

UPDATED 11-28-2022: 3.13 Factory Rev Limiter

UPDATED 9-1-2024: 1.3.1 Competition Torque

UPDATED 10-17-24: 1.5.1 Radiator Shroud Modification

UPDATED 10-17-24: 2.1.2 Sway bar Mounting points

UPDATED 10-17-24: 2.1.3 No Offset Suspension Bushings Allowed

UPDATED 10-17-24: 2.1.7 Maintaining factory suspension Pick up points

UPDATED 10-17-24: 2.3.1 C5 Master Cylinder allowance

UPDATED 10-17-24: 2.6.2 Factory Steering Column must be maintained

UPDATED 10-17-24: 5.6 Maintain factory wipers and arms with Cowl

UPDATED 10-17-24: 7.2 OBD2 Port availability

UPDATED 10-17-24: 8.0 T2 Cross Classing into SPEC Corvette eliminated for 2025 season