

# 2016 US GT Championship Series Regulations

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All relevant rules and regulations listed in the NARRA Competition Handbook apply with the exception or addition of those listed within.

## 2016 US GT Championship Series Regulations

### 1. SERIES OVERVIEW

The US GT Championship is focused on the faster GT sports cars made worldwide, and offers a true national championship environment accessible to amateur, club, regional, semi-pro and professional drivers alike. Open to all high end and high horsepower GT styled sports cars, placed in four simple power-to-weight based classes. The intent is to have cars of similar type and speed to create the safest and most enjoyable experience for competitors.

### 2. CHAMPIONSHIP FORMAT

The 2016 US GT Championship will consist of 10 Rounds. Unless otherwise specified, each Round will normally consist of a 20-25 minute Official Practice Session, a 15-20 minute Qualifying Session, and a 30-40 minute Sprint Race. All Rounds will be awarded standard NARRA points, with 1 bonus point awarded for Pole Position, 1 point for the Fastest Race Lap in each class, and 1 point for the most laps led in each class. Double points in each class will be awarded for the 10<sup>th</sup> and final round. Each event will normally consist of a Friday Test Day, and a Round on each Saturday and Sunday. Additional championship bonus points may be awarded for participation in official US GT series partner and contingency programs as outlined in the supplemental regulations for each event.

Rounds 1 & 2	April 8-10	Road Atlanta, GA
Rounds 3 & 4	May 13-15	Watkins Glen International, NY
Rounds 5 & 6	June 3-5	Virginia International Raceway, VA
Rounds 7 & 8	August 5-7	Pittsburgh International Race Complex, PA
Rounds 9 & 10	September 23-25	Pittsburgh International Race Complex, PA (Double Points)

- 2.1. **Driver's Championship** for each class will be determined tallying the results of the best 7 of 10 rounds. A driver must start a minimum of 7 rounds within their current declared class in order to be eligible for championship title, trophies, prizes, etc.
- 2.2. **Team Championship** for each class will be determined tallying the results of the best 7 of 10 rounds. A maximum of two drivers must declare the formation of a team for one car before their first round of the season. The two team drivers must each start at least one round and compete in a combined minimum of 7 rounds within their current declared class in order to be eligible for championship title, trophies, prizes, etc. Participation in the Team Championship is not mandatory and individuals wishing not to compete are still eligible for the individual Driver's Championship.

### 3. CAR ELIGIBILITY

Cars must have the visual appearance and be in the spirit of GT sports cars. Cars must be closed wheel, closed roof, and based on the shape of a passenger vehicle with doors, however passenger seating and functioning doors are not required. All cars eligible to compete in internationally recognized GT series such as FIA GT3, Porsche GT3 Cup, Ferrari Challenge, Lamborghini Super Trofeo, and the WeatherTech Sportscar Championship, are welcome to participate. Silhouette, purpose built and tube frame cars specifically designed for series such as DTM, Trans-Am, and SCCA GT-1 meet this criteria, as do production, saloon or touring cars with adequate and NARRA approved performance upgrades or engine swaps. Open wheel, prototype, GT-Prototype, or GT and road cars with the visual appearance of an open wheel car or prototype, such as a road going Riley Daytona Prototype, will not be considered in the spirit of GT sports cars.

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- 3.1. **Convertibles and cars with Moon Roofs** will be accepted only if factory hardtop is fitted and properly attached in the case of convertibles and cars with a moon roof must either replace the glass with a steel panel or install a steel panel over the glass panel and apply shatterproof protection such as window film both sides of the glass panel.

### 4. CAR CLASSIFICATION

The US GT Championship consists of four separate racing divisions or classes:

**GTX** = 5:1 or greater Weight/WHP and a limit of 650HP or less (**Note:** The GTX class replaces the former GTU class. Any cars complying with 2015 GTU rules will be allowed to compete in the GTX class and accumulate GTX championship points at the Road Atlanta event. NARRA will begin enforcing the new GTX class rules at the Watkins Glen race weekend. All competitors are reminded that they will be required to present a current Dyno Affidavit stating the WHP rating of their entry before a car will be allowed to compete)

**GT1** = 6.25:1 or greater Weight/WHP

**GT2** = 7.50:1 or greater Weight/WHP

**GT3** = 8.75:1 or greater Weight/WHP

**Example:** Car Weight 3480 lbs divided by 525 WHP equals 6.63:1 and would fit in GT1

- 4.1. A Class Calculator is provided on [NARRAonline.com](http://NARRAonline.com) to assist in correct car classification.
- 4.2. Cars with 10.00:1 or greater Weight/WHP are not permitted to compete without prior approval.
- 4.3. Competitors must declare the classification of their car by the second practice session of the first event they attend and all classifications are subject to NARRA approval. Any competitor wishing to change a car classification, after a formal declaration has been established, must submit a written change request to NARRA management more than 12 hours prior to competing in the new class and contingent upon NARRA approval. Establishing a new class for a car will void all previous driver, class, car, and manufacturer points standings accumulated to that point in the season. Points, starting from "0," will begin accumulating for the driver, class, car, and manufacturer upon participation in the first race after a new class has been approved by NARRA management. Only one class change request or mandated class change per car will be accepted and approved by NARRA in each season.

### 5. HORSEPOWER

A car's competing Wheel Horsepower must be recorded using a chassis dyno. A Dyno Affidavit form must be provided to NARRA management as proof, prior to participating in the first race. Dyno Affidavit forms must be completed by a company that offers commercial dynamometer testing as part of their business and must be signed by a representative of that company. The Dyno Affidavit must reflect the current engine and drivetrain configuration of the car and be dated within 12 months of the event date. Any additional engine development or changes must be reported to NARRA and requires a new affidavit. Missing or Invalid Dyno Affidavits may result in the car being reclassified or disqualified for competition at the discretion of NARRA management.

- 5.1. **One Event Grace Period** exists for first time competitors only.
- 5.2. **Dynojet Brand Dynamometer** models 224, 248, or 424 should be used.

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- 5.3. **Alternate Brand Dynamometer:** If used will have 10% added to the recorded Wheel Horsepower figure.
- 5.4. **SAE Correction Factor:** All dyno results should be in SAE correction factor, not actual, STD, or STP.
- 5.5. **275 Tire Rule:** Cars with a largest tire size being 275 or smaller may add 0.4 to their Weight/WHP ratio.
- 5.6. **Multiple ECU Maps:** The use of more than one engine map during a session is prohibited. Cars must only run the map corresponding to the Dyno Affidavit form. If multiple maps exist within the ECU, a verified dynamometer graph must be supplied for each one and you must declare which one is being used for competition. Upon request from a NARRA official, the car owner or driver must disclose any method for changing or verifying which ECU map is in use.
- 5.7. **Gear Dependent Tuning** is prohibited, i.e.: tuning 4<sup>th</sup> gear to be class legal for dyno testing purposes, but not limiting 1st, 2nd, 3rd, and 5th gears to the same parameters.

### 6. WEIGHT

During all Official Practice, Qualifying and Races, competitors must meet their Minimum Weight. Minimum Weight is defined as the total of the driver, inclusive of racing clothing and helmet, and car, regardless of fuel load.

- 6.1. Competitors must ensure their Minimum Weight corresponds to their Wheel Horsepower and Class Classification as recorded during Tech.
- 6.2. It is highly recommended that the car is weighed with little or no fuel at the beginning of the race weekend to establish Minimum Weight.
- 6.3. **Ballast** may be added to the car to ensure Minimum Weight compliance provided it is contained within the wheelbase of the car and attached securely to the main chassis structure as approved by NARRA.

### 7. BALANCE OF PERFORMANCE

To verify Car Classification and maintain class parity, NARRA Officials at their discretion, may require car inspections at anytime throughout an event and require competitors to have series owned data collection and logging devices installed in their cars and as prescribed at the time of the request. All cars competing in the US GT Championship must have the AIM part #DNKTKPFSOL5 data box mount installed on their vehicle to provide a mounting surface for AIM Solo Data units. The mounting surface is to be oriented either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board. It should have a view of the sky, and not be located under carbon fiber or metallic bodywork. The purpose of this requirement is to allow the random placement of data recorders on cars by NARRA officials and the collection of the recorder after the car exits the race track. Contact AIM and their distributors for direct purchase. NARRA Officials reserve the right to log and/or collect all data from all onboard electronic data collection sources and/or logging devices to do comparative performance studies and mandate performance and class adjustments between cars and classes and as required to maintain parity in and between all classes. Balance of Performance adjustments may include but are not limited to the following:

- 7.1. Weight increase/decrease
- 7.2. Engine intake and turbo pressure limitations

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- 7.3. Exhaust flow limitations
- 7.4. Aero and bodywork limitations
- 7.5. Tire sizes and compound limitations
- 7.6. Electronic calibrations

### 8. TIRES

- 8.1. Approved Hoosier Models are the S80, S100, D.O.T. R7, D.O.T. A7, and D.O.T. H20.
- 8.2. Tires must be ordered, purchased and marked for NARRA, through Hoosier.
- 8.3. First event grace period permits Road Atlanta drivers (returning driver or first time) to use whatever brand of tire they may already have.
- 8.4. Tires ordered after Road Atlanta can only be delivered via the Hoosier truck at the event.
- 8.5. **One Event Grace Period** exists for -first time ever- NARRA competitors only after Road Atlanta.
- 8.6. **Tire Limit:** The same tires must be used in qualifying and the race for each round. NARRA may require tires to be marked. Safety exceptions will be approved at the discretion of the Chief Steward prior to the start of a race.

### 9. ADDITIONAL CAR REQUIREMENTS

#### BRAKE SYSTEM

- 9.1. **Brake Fluid** with a Dry Boiling Point 580 or above must be used.  
It is highly recommended brakes be bled before, during and after an event.
- 9.2. **Brake Pads** Racing or Performance brake pads must be used. Competitors are reminded to ensure they have sufficient pad material (usually 50% or more) throughout an event.

#### CABIN

- 9.3. **Airbags** must be removed or disconnected.
- 9.4. **Bulkhead** between the cabin and the Fuel Tank must be completely sealed.
- 9.5. **Driver Restraint System** must be certified as meeting SFI Specs 16.1, 16.5, or 16.6, or FIA Standard. Mounting points should be integral to the frame of the car or roll cage. Any mounting position with hardware that pierces the floor pan must be reinforced with backing plate of sufficient size to spread the load.
- 9.6. **Fire Extinguisher:** A Fire Suppression system certified to SFI spec 17.1, with minimum 10lbs. of extinguishing agent, must be installed. The trigger must be operable by the driver and location marked with the letter 'E' within a red circle. Outlets must be directed towards the driver, engine and fuel compartments. All electric controlled systems must be direct wired. All systems must carry current date codes.
- 9.7. **Passenger Safety Equipment**, such as seat, driver restraint system, etc, must be equal to that of the driver.

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- 9.8. **Racing Seat (RECOMMENDED):** It is recommended that a racing seat meeting SFI Spec 39.1 or 39.2 or FIA Standard is installed.
- a) Mounting points should be integral to the frame of the car or to the roll cage. Any mounting hardware that penetrates the vehicle floor pan must be reinforced with a backing plate of sufficient size to distribute the load.
  - b) Unless FIA rated, the back of the seat shall be firmly attached to the main roll hoop or its cross bracing so as to provide aft and lateral support.
- 9.9. **Roll Cage** must meet the latest SCCA General Competition Rules and Specifications for GT and Production based cars.
- 9.10. **Roll Cage Padding** – Energy absorption material with a minimum of 1" thickness must be installed on the exterior of the roll bars in all areas subject to contact by the driver. Padding that meets SFI 45.1 or FIA 8857-2001 (curved padding), or SFI 45.2 or FIA sports car head rest material (flat padding) specification is recommended.
- 9.11. **Window Net** certified as meeting SFI Spec 27.1 covering the driver's side window opening is mandatory and must be securely attached to the Roll Cage. The Window Net must be easily removable from both the inside and outside of the car to allow access through the window. A window net is not required if a glass or Lexan window is present.
- 9.12. **Roll Cage Net (RECOMMENDED):** It is recommended that a Roll Cage Net certified as meeting SFI Spec 37.1 shall be fitted in the center of the car, and shall be attached at the narrow point of the triangle by a quick release. Each of the wide ends of the triangle must be securely attached to the roll cage or chassis.
- 9.13. **Windshields:**
- 9.13.1. The OEM Safety Glass mounted and located as delivered from the manufacturer is permitted (or)
  - 9.13.2. Polycarbonate windshields such as Lexan may be used, identical in size, shape and curvature to the original glass. These must be secured with 3 or more windshield safety clips (3 inch x 1 inch x 1/8 inch) bolted or riveted to the top edge of the windshield, and 2 or more safety clips (3 inch x 1 inch x 1/8 inch) bolted or riveted to the body at the bottom of the windshield. Clips must be spaced at least 12 inches apart.
    - 9.13.2.1. If a polycarbonate rear window is installed it shall be secured to the top and bottom of the frame with two metal straps (1 inch wide x 1/8 inch thick).
    - 9.13.2.2. No clips or straps are required if polycarbonate front windshields and rear windows are securely bolted to the frame.
  - 9.13.3. It is recommended that 3 strips of steel/aluminum (1 inch wide) be installed behind windshield for support.
  - 9.13.4. Windshields must be free of any major damage such as rock nicks, cracks, etc... and NARRA reserves the right to restrict any car from competition until a windshield is replaced for such damage.

### ELECTRONICS

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- 9.14. **Battery** must be securely mounted and the positive connection insulated to prevent grounding.
- 9.15. **Brake Lights:** All brake lights must be fitted and in working order at the start of the race and must not be wired in a way that allows them to be switched off or delayed. Any car experiencing a brake light failure or damage during the race must have at least one working brake light to continue racing.
- 9.16. **Headlights:** It is highly recommended to have operational Headlights.
- 9.17. **Kill Switch:** must be installed to 'kill' the engine, ignition and fuel pump if activated while the engine is running.
- 9.18. **Radio System** must be installed for Communication with their crew, operational even if the Car's ignition is off. All Frequencies must be made available to NARRA if requested.
- 9.19. **Rain Light:** At least 1 Rain Light or Tail Light is required to be operational during wet conditions.
- 9.20. **Transponder** is mandatory and must compatible with AMB/MyLaps TranX260 (Direct Powered or Rechargeable) system. It is the responsibility of the competitor to ensure their transponder is working at all times, and Officials have the correct transponder number.
- 9.20.1. **Rental Transponders** are available from Registration.
- 9.21. **Video Camera:** All Cars must have an operating front facing Video Camera at all times on the Track, and all footage must be made available to the Chief Steward. All media cards must be marked with car number and driver name. Failure to comply will render the Car ineligible to compete, unless approved by NARRA Officials in advance, and may result in a Points Penalty or Disqualification from the Results.
- 9.21.1. It is recommended that additional Video Cameras facing rearwards and aimed at the driver are also fitted.
- 9.21.2. **Camera Mounting and Tethering:** All cameras must be mounted securely and attached to the car with a tether. The tether must attach from the camera body or housing to the car directly, may not include any part of the primary mount, and must be sufficient enough to retain the camera should the primary mount fail. The tether must be minimal in length, and must prevent the camera from obstructing the driver or control systems of the car. NARRA officials may approve or disapprove camera mountings and locations at their discretion.

### EXHAUST SYSTEM

- 9.22. **Mufflers:** NARRA will endeavor to post any Sound Restrictions in Supplementary Event Regulations, but it is up to the competitor to ensure compliance with any Track mandated Sound Restrictions. It is highly recommended to be prepared at all times with pre-fitted sound suppression devices, such as a Muffler or Pipe Turn Down.

### EXTERIOR

- 9.23. **Presentation**  
The presentation of the car is paramount to the profile of the championship/series, its sponsors, and its audience. Cars must be presented in the highest order at all times, and Officials reserve the right to refuse an entrant based



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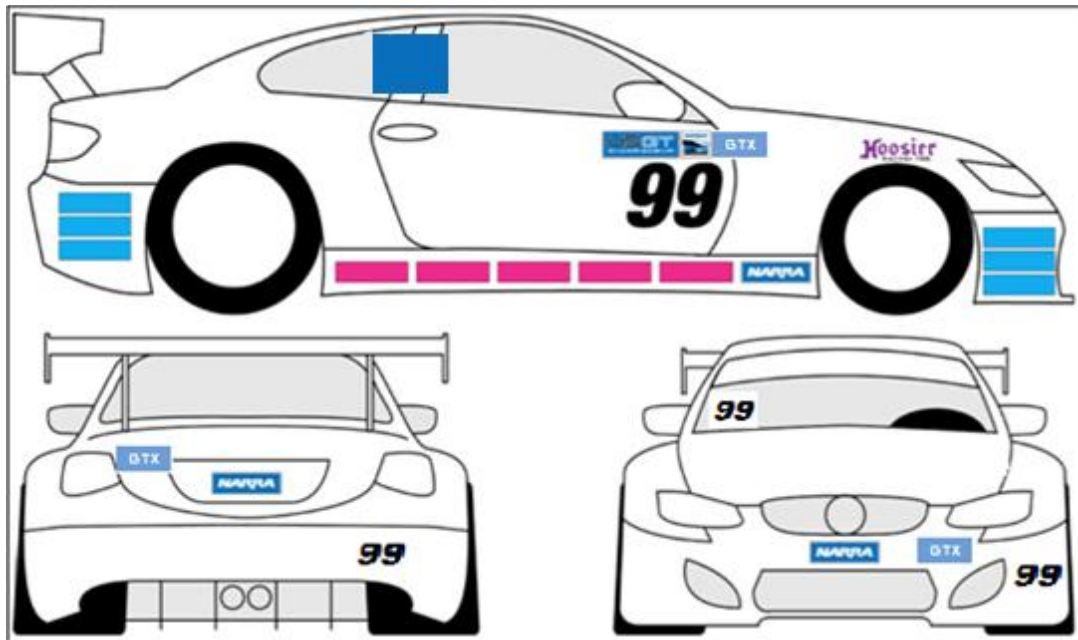
on the presentation of their car. This includes when the car is presented at a race event bearing accident damage sustained at a previous event and has not been fully and properly repaired.

### 9.24. Numbers

- 9.24.1. Only single, double or triple digit numbers will be accepted, Examples: '6', '26', '007', '00', '999'. Letter prefix or suffixes, such as 'X8' or '8A' are not permitted.
- 9.24.2. No car in a given Session may have the same Car Number as another competitor. While NARRA will to its best to accommodate competitor's requests, all competitors must be prepared to run an alternative Car Number at any time, for any reason, if requested by NARRA.
- 9.24.3. Car Numbers must be of a contrasting color to their background. 6" car numbers must be displayed on lower right corner of windshield, 12" numbers on driver and passenger doors, 8" numbers on front/rear bumper, neatly fashioned and well presented, i.e. painters tape will not be accepted. Car Number decals are available for purchase from NARRA.

9.25. **Rookie Driver Decal (RECOMMENDED):** Novices and Rookies should display a prominent 'X' on the rear of their Car for their first 6 events.

9.26. **Series Decals:** All Series and Series Sponsor decals, as available from NARRA Officials at the beginning of an event, are mandatory and must be applied to the car for all sessions. Decals should be displayed in the locations indicated below. Neat alternatives may be accepted.



- 9.26.1. **US GT Championship Long and Square Decals:** Each kind must be prominently displayed (2x2) on either side of the car, preferably in the location shown, above the number.
- 9.26.2. **Class Decals:** (4) Must be prominently displayed on the front of the car (US driver's side or centered), rear of the car (US driver's side or centered), and in close proximity to the car number.



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- 9.26.3. **NARRA Decals:** (4) Must be prominently displayed on the front, rear and both sides of the car.
  - 9.26.4. **Hoosier Decals:** (2) Must be prominently displayed above the front tire, on each side of the car.
  - 9.26.5. **Contingency and Series Decals:** (2 x Each Kind) Each kind must be prominently displayed on either side of the car, preferably in the locations marked in Pink. The locations marked in Blue may be required for additional Contingency and Series Decals.
  - 9.26.6. **Opposing Series Decals** are permitted at the discretion of NARRA Officials provided NARRA Series Decals are displayed as equally as prominent.
  - 9.26.7. **Opposing Contingency or Sponsor Decals**, with the exception of a team sponsors, are not permitted and must be neatly covered up.
- 9.27. **Tow Strap** or Tow Eye is required on both the front and rear of the car, and colored in a bright or contrasting color to the bodywork, such as red. If not easily seen, its location must be indicated by bright or contrasting arrows.

### FUEL SYSTEM

- 9.28. **Stock (OEM) Fuel Tanks**, unmodified and fitted in their stock location, are permitted. However, Fuel Cells are highly recommended.
- 9.29. **Fuel Cells** certified as meeting SFI Specs 28.1 or 28.2 or FIA Standard, and the fuel cell bladder certified as meeting SFI Spec 28.3 or 32.1 or FIA Standard must be current, within 5 years of the date of manufacture, or re-certification, as marked on the outside of the bladder. Teams must be prepared to expose the bladder for inspection.

### 10. DRIVER EQUIPMENT REQUIRED

- 10.1. **Driving Accessories**, such as gloves, underwear, hoods, socks, shoes, boots, helmet supports, harness pads, arm restraints, helmet skirts, and sports bras must be damage free and be certified as meeting SFI Spec 3.3 or FIA Standard.
- 10.2. **Driving Suits** must be damage free, and bear a label certifying certified as meeting SFI 3.2A/1 or higher or FIA 1986 Standard or FIA 8856-2000.
- 10.3. **Fire Proof Underwear** is mandatory, except when suits carrying SFI 3-2A/5, FIA 1986 Standard, FIA 8856-2000 or higher certification are worn.
- 10.4. **Head Restraints** are mandatory and bear a label certifying they meet SFI Spec 38.1 or FIA 8858-2002.
- 10.5. **Helmet** must be damage free, and meet SFI Spec 31.1/2005 or 31.1/2010, or SNELL SA2005, or FIA 8860-2004. Closed face helmets are highly recommended for all cars but are required for open cockpit cars.

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