



NATIONAL COMPACT TOURING SERIES

2021 COMPETITION RULES

NCTS is a professional touring series. As a professional touring series, we always try to maintain a very respectful, clean, appearance on and off the track. We expect the same thing from all our drivers and teams. Please keep your cars looking clean, and professional looking. All cars must be clean, complete, and professional in appearance. All body panels must be on the car including bumper covers, fenders, deck lid, hood, and rear deck lid/hatchback at the start of every racing event. Cars must have clearly legible numbers (no spray-painted numbers) that are visible by race control and score keepers. Numbers on each side door and roof. All cars must have a clearly legible, minimum 5" tall, number on upper right (passenger side) of the windshield. Cars must have drivers name above the window openings on each side.

NCTS being a touring series, we always welcome local/home track drivers to compete with our series regulars. Their local/home track rules may be similar but differ from the NCTS rules. In the spirit of competition, the NCTS officials **MAY** grant a temporary waiver for eligibility to the local/home track cars. Any rules, compliance exemptions, or waivers granted in this context will be at the sole discretion of the NCTS officials. Penalties, point forfeiture, or payout adjustments may occur for cars that are determined by NCTS officials to have a performance advantage relative to regular NCTS legal cars. All regular series participants will be required to be in full compliance with all NCTS rules set forth with no exemptions or waivers granted.

Special Note: NO ONE WILL BE GIVEN WAIVERS OR EXEMPTIONS FOR: FUEL, SHOCK/STRUT PACKAGE, or WEIGHT.

ELIGIBLE CARS

Four- or Six-cylinder front wheel drive COMPACT CARS ONLY. No full-size cars allowed. NO SUVs, crossovers, or vans permitted. Wheelbase must be between 90-107 inches. No convertibles or all wheel drives allowed. No all-wheel steering allowed. No rear or mid-engines cars allowed.

ENGINE and TRANSMISSIONS

Four- or Six-cylinders engines only. No super or turbo chargers allowed. No chemical power adders of any kind (nitrous oxide, benzene, nitromethane, etc.) allowed. Four-cylinder engines may be pushrod, SOHC, or DOHC. OEM stock variable cam timing is allowed on all four cylinders displacing 2.5 liters or less only. Maximum displacement is 2.5 on all four-cylinder engines. Six-cylinder engines must be SOHC or pushrod only. Maximum displacement for six cylinders is 3.5 liters. Cars must use an OEM engine type and brand matching the make of car (Example: any Honda Civic engine in a Honda Accord is allowed) No aftermarket blocks allowed. Cylinder heads must be a stock type casting for the engine type and original displacement used (Example: No aftermarket heads). No engine swaps of non-stock engine types from other makes or models of vehicles are allowed. (Example: A V6 truck engine in a Dodge Neon is not allowed). Throttle body must be attached to intake manifold at stock location. **Single overhead cam cars will be allowed aftermarket intakes and dual overhead cam cars will have to run stock intakes for the engine make. No fabricated manifold plenums allowed.** NCTS will not

be using restrictors during 2021, but NCTS officials reserve the right to place a restrictor on a car or cars for the fairness of competition during any NCTS event. Your car may require a restrictor so plan for it. Throttle body EFI or multi-point EFI allowed. No carburetors permitted. A maximum of one fuel injector per cylinder is permitted. OEM style starter must be used and operational at the start of each night's event. INTERNAL ENGINE MODIFICATIONS, such as, but not limited to, porting, polishing, decking, and camshafts, ARE ALLOWED. Both four- and six-cylinder engines may run automatic or manual transmissions. Stock OEM transmissions for the same make and model of car are required. All forward gears and reverse gear must work.

NO adjustable engine or transmission tuning devices allowed.

FUEL

Fuel is restricted to pump gasoline or racing gasoline. NO alcohol (methanol or ethanol) or E85 fuel is permitted. Any car suspected of using alcohol or E85 will be disqualified. No fuel additives (benzene, nitromethane) only **Rev X Oil Fuel Additives are allowed**. Use of benzene or nitromethane will result in expulsion from the series. If you protest your being found in use of banded fuels this is how the process will be handled. NCTS officials will draw a sample of your fuel to be tested. You will receive no points or pay until those results are received. If it is found that you had illegal fuel, you will lose all points and pay for that event and are responsible to pay for labs fees to have your illegal fuel tested. That lab fee must be paid in full before you can compete with the NCTS again. If there is a second occurrence, you will be banned from competition with the NCTS for the remainder of the 2019 season. If your fuel was found to be legal, NCTS will award you all points and monies you earned for the event.

EXHAUST

A complete exhaust system, consisting of a single tube extending from manifold or header exit to an exit point behind the driver's seat. Exhaust may exit to left, right or center of the car. If the exhaust exits in the center of the car, it must be turned down towards the track. If the tip is within 6" of the fuel cell, there must be a heat shield between the fuel cell and exhaust tip. Maximum exhaust tubing diameter is 2 ½" and it must be the same diameter from header/manifold collector or flange/reducer to the system exit. (exhaust tips less than 7" in total length are allowed) NO open headers allowed. Exhaust may be welded or bolted, but NO exhaust leaks are permitted the entire length of the exhaust. Loose or leaking exhaust gaskets or exhaust leaks connections will result in disqualification. "Pin-hole" sized leaks may be waived at NCTS officials' discretion in the interest of fairness. NCTS tech officials have the sole discretion in determining what constitutes as a "pin-hole" leak. Exhaust must be routed under the floor pan, and no part of the exhaust system may enter the driver's compartment. No dual exhaust systems are allowed. Mufflers are required.

WEIGHT RULES

Base weight

- **2250 lbs.**
- **DOHC – 2350 lbs.**
- **Honda K engines – 2450 lbs.**

All ballast (steel, lead) must be a solid mass. Ball bearings, steel shot, sandbag, or similar items are NOT ALLOWED. All weight must be painted white, clearly marked with car number/name for easy identification and must be securely fastened to vehicle (bolted, welded, etc...) Any weights lost during competition whether involved in a collision or not, will result in immediate disqualification and suspension from further participation

of that event and will be subject to thorough inspection before returning to any remaining competition events.

CAR SAFETY

Safety inspections will be conducted for each car on a yearly basis and at every NCTS event. Cars that meet NCTS approval for safety will be marked by series tech officials. Any car that has not been inspected and approved by NCTS tech officials will not be allowed to participate in any on track sessions or races until approval or a single race waiver has been granted by NCTS tech officials.

NOTE: Round tubing for roll cage only. NO square tubing for roll cage.

Roll cage must be 4- or 6-point design, constructed of 1 ¾" or 1 ½" (minimum) .095" steel tubing. Tubing must be roll cage tubing (HREW, CREW, or DOM). All tubing connections, seams, bracing, etc... must be fully welded (no "tack welds" permitted). Cage must be sufficiently attached to the floor/unit frame of the vehicle by welding to the rocker rail or to ¼" minimum thickness sandwich plates bolted through the floor. HOWEVER, it is highly recommended that the 4 point be attach with 2"x2" square tubing, instead of sandwich plates, but not required. Reinforcing plate, tubing, or steel angle on the inside of the rocker rails is required. Main hoop of cage must include a diagonal reinforcing bar. Roll cage must include a minimum of 3 door bars per side, connected with spacing bars between each door bar. Drivers side bars must be arched away from the driver's seat area. Drivers door bars must be connected by tubing, or bracing, to the rocker rail to reduce inward bending on impact. Drivers door bars must be covered with steel plate on the outside (minimum of 1/8" thickness). Roll cage design must include a minimum of 5 bars extending side to side (top of main hoop, dash bar, middle of main hoop, and bottom of main hoop). An additional bar connecting the left and right-side door bars behind the driver's seat is permitted. Bars extending through the firewall to the front uni-rail(s) are permitted. Diagonal bracing from the A-pillar bars (front uprights) to the dash bar is strongly encouraged. Diagonal support bars extending from the main hoop to the rear are encouraged and may extend to a distance no closer than 10" from the rear bumper. Teams are encouraged to include as much additional bracing within the roll cage as they deem necessary. Any roll cage that does not meet the approval of MCTS officials will not be allowed onto the racetrack.

Core supports may be reinforced or replaced with tubing. Core support structure may not extend rearward beyond the strut towers. Tubing directly connecting the core support to the roll cage is not permitted.

A battery main shut-off switch is required. Master ON/OFF switch MUST work at 2,000 RPM. Master switch MUST be mounted within the drivers reach. A fuel pump shut off switch is also required and must be mounted at the left front (drivers' side) of the interior, in a location that can be reached easily by both the driver and track safety personnel, and the switch must be clearly labeled. Battery may be relocated to the area behind the driver. Battery must be mounted inside a **COVERED** battery box and securely bolted to the car. Any car that has a trunk mounted battery and a trunk mounted fuel cell MUST have a completely enclosed and **SEALED** battery box or battery compartment.

ANY fuel lines ran through the driver's compartment, must be in a steel tube painted **RED** and marked "FUEL LINE, DO NOT CUT" in white lettering. **ABSOLUTLY NO RUBBER FUEL LINE IN DRIVERS COMPARTMENT.**

Towing devices are required. A secure towing device (hook, chain, cable, bracket, etc...) MUST be in place both front and rear, securely fastened, labeled and or painted with a bright color, and located so as not to present a hazard in the event of contact. We are guests at the tracks we visit, tow hooks are mandatory at most racetracks. Please respect those safety crews by fabricating safe, easily accessible, and usable tow devices.

An Aluminum CONTAINMENT **SEAT** is **MANDATORY!** Seat must be mounted to the roll cage using 1" minimum

diameter tubing or material with equivalent or better strength and bolted with a minimum of four 3/3" or larger (grade 5 or better) bolts with washers to prevent "pull through".

A minimum of a 3" wide, 5 (or 6) point safety harness is required and must be attached with grade 8 hardware (or better) to the roll cage and /or seat mount. Belts must have a certification date no older than 3 years (2018) and must have certification tags still attached. Seat belts must be used and securely latched for all events, and any time the car is on the racing surface.

A Snell SA approved helmet with a no earlier than a SA2010 certification is required and must still have certification tag inside. Helmets must be always worn while on the racing surface. NO Snell M rated (motorcycle) or dirt bike helmets will be allowed. Head Sock or Helmet Skirt highly recommended and will be mandatory in 2020.

Drivers are required to wear a flame retardant SFI rated driving suit, in clean and sound condition with no tears present. Flame retardant racing gloves and shoes are also required. NO mechanic gloves.

HANS, NecksGen, or similar devices are MANDATORY. NO foam wraps around, or horseshoe neck collars permitted. All HANS, NecksGen certification stickers must be no older than 4 years old (2017)

A SFI approved driver's side window net is required, securely mounted with the latching device at the top. Window net must remain latched whenever the car is on the racing surface.

Raceivers are MANDATORY and a part of driver's personal safety equipment. Every driver responsible for making sure they have a fully charged battery and their Raceiver is working before going on the track surface. We will do radio checks before every race and if you are found not to have the event, you will not be able to race.



This is our Raceiver channel during all events unless otherwise specified by NCTS officials.

FUEL CELLS

Fuel cells are MANDATORY in all cars. Fuel cells must be mounted in the trunk area. The maximum fuel cell capacity permitted is 15 gallons. Fuel cells must be true, made for racing fuel cells, no marine (boat) tanks or portable gas containers (gas cans, jerry cans) allowed. Protective bars for the fuel cell are required. Any fuel cell mounted exposed to the underside of the car must be enclosed by a protective steel can and be protected with a fuel cell safety cage or impact bar. Fuel cells must be equipped with anti-rollover valves and vented to the outside of the trunk at the left rear. Fuel cells must have a securely latching fill cap. Fuel cell must be mounted with a minimum 1/8" thick, 1" wide straps or 1" tubing. All cars must have a metal firewall completely sealing the trunk area and the rear deck from the driver's compartment. Fuel pumps, filters, and fuel lines must be securely mounted, so that they cannot become dislodged or disconnected during a collision. Proper high-pressure fuel line and fittings must be used. Any fuel line running through the driver's compartment MUST be

ran through steel tubing and painted **RED** with the lettering **"FUEL LINE... DO NOT CUT"** on it in White lettering. Any fuel system deemed unsafe by NCTS tech officials will not be allowed on track until the problem is corrected.

Note: Local Track Exception: Drivers **MAY** be given a one race exception but will not be able to race a second time during the season until a Fuel Cell is in place. The stock fuel tank in the stock location with a skid plate is allowed on all tracks 3/8 mile and smaller. Stock fuel tanks will be permitted on tracks larger than 3/8 mile if permitted by the racetrack owner/promoter. If a track requires fuel cells there will be no exceptions given for that race to any driver.

BODY

All exterior trim, including lights, body moldings, mirrors, etc... must be removed. All cars are required to have a front bumper cover, hood, both front fenders, windshield, all doors, (2 or 4 depending on model) both quarter panels, deck lid (must enclose trunk area), and a rear bumper cover. Pillars A and C must remain stock. Stock or stock appearing body panels must be used. NO flat-sided fabricated bodies or aluminum sheeting body panels. Stock appearing bumpers and covers, including made for oval racing or aftermarket covers, may be used if the shape, size, or style resembles the factory parts. Downforce, shovel, or dirt late model bumper covers are not allowed. Doors must be bolted or welded shut. Doors may be skinned. Interior may be skinned to allow room for all roll cage and safety equipment. Skirting on the front and sides is permitted but must not extend greater than 1/2" beyond the outside width of the tires and must not have sharp protruding edges or ends. NO splitters are allowed. NO rear air diffuser allowed. NO venting of interior, floor, hood, fenders, roof, quarters, doors or trunk panels (except for fuel cell and driver ventilation systems) is allowed. NO aftermarket hood scoops. Brake cooling ducts or vents, connected to the front bumper cover, are permitted. All body panels must be securely attached to the car at the beginning of the race event. Anybody panel, wheel opening, or body attachment that is deemed illegal or unsafe, must be corrected at the direction of the NCTS tech officials before the car will be permitted onto the racing surface. NO bars, (roll or nerf) can come through anybody panel or bumper cover. No body attachment braces may come through anybody panel or bumper cover. No bars below the rear bumper cover except the crash bars for the fuel cell and they must be at least forward of the start of the rear bumper cover. Rub rails are permitted on both sides at doors only and can only be mounted flush against door skins. No nerf type bars used for rub rails. Rub rails may be 1"x1" steel or clear plastic or Lexan decal protector type. Both mounted flush (flat) with no rough edges.

NO body panel, skirting, bumper cover lower than 3" above the ground is allowed at any point.

Cars must have stock frame, stock firewall, and stock floor pans, complete and unmodified. All openings in floor and firewalls must be covered. Trunk floor may be modified or removed to allow for fuel cell installation. Hood and deck lid must be secured with a minimum of two hood pins each. All glass must be removed from the vehicle except for the front windshield. All flammable interior trim and sharp trim brackets must be removed from the interior and trunk areas. All air bags must be removed.

Front windshield may be replaced with Lexan (polycarbonate) or dirt screen. If using Lexan windshield, a center brace supporting the Lexan is recommended. If using a dirt screen, 3 safety bars at a minimum are required in front of the driver and the driver must wear a full-face helmet with eye protection. **No Lexan or any other material covering the passenger side windows period. NCTS reserves the right to have any teams make any changes to allow track safety crews quick entry into the drivers cock pit.**

Side windows must be Lexan, and design may only made to replace stock side windows of that make/model car. Windows are considered optional and must be Lexan if used.

Rear deck spoilers are allowed. Maximum spoilers' size is 5" tall and 60" wide. Maximum height of spoiler may not exceed 5" above the deck lid surface. Fabricated spoilers must be seen through (Lexan) or, metal may be used if the spoiler does not limit visibility, so hand gestures and signals may be clearly seen. Any spoiler deemed unsafe by NCTS officials must be removed before the car will be permitted on the racing surface. The front edge of the spoiler must be within 4" of the rear edge of the deck lid, measured horizontally. Spoilers may not extend more than 3" beyond the rear edge of the deck lid, measured horizontally. NO roof mounted spoilers are allowed. NO window mounted spoilers or any other window mounted aerodynamic devices are permitted. Window mounted NACA ducts for driver ventilation systems are permitted. NO verticals, shark fins, billboards, or similar devices allowed.

NO brake lights, strobe lights, under car mounted lights, or headlamps are allowed.

SUSPENSION, DRIVETRAIN AND BRAKES

Cars must maintain a minimum of 3" ride height at frame rails. NO engine or drivetrain component lower than 3" above the ground is allowed.

NO made for racing (i.e., Penske, Afco, Pro, and similar) shocks or struts are allowed. No adjustable struts or shocks are allowed (Any strut or shock with rebound or compression adjustment knobs, rods, bolts, or screws is prohibited). Any spring that fits in the shock mounting location is permitted. Stock or stock style replacement struts or shocks are required. Adjustable sleeves that slide down over the shock strut body are permitted. NO shocks or struts using heims (spherical rod ends) are allowed. Shocks or struts with threads made permanently in their body are not allowed. Stock strut, spring, and shock mounting locations are required.

Stock type front control arms are required. Control arms and mounting locations may be modified for camber and suspension alignment. Strut mounting holes may be modified for camber adjustments. NO aftermarket radius rods allowed. NO solid metal bushings are permitted. Rear trailing arms must remain OEM stock. Rear control arms may be replaced with steel tube and heims ends for safety. Stock rear trailing arms, control arms, and suspension mounting points may be braced for strength.

Stock, aftermarket, and performance sway bars using stock mounting points are permitted. NO made for racing or multipiece sway bars allowed.

All four brakes must work. ABS sensors must be disconnected or removed. NO functioning ABS systems are allowed. Drilled or slotted rotors are allowed. Stock brake calipers must be used. Brake cooling ducts are allowed on the front brakes only. Parking brake must not be used by the driver while competing. Stock brake master cylinder is required. A proportioning valve, on the rear brakes only, is permitted if it is not driver adjustable and is mounted in the engine compartment or trunk.

No adjustable proportioning valves of any kind, for any driver adjustments permitted (knob, handle, or crank). NO aftermarket brake or clutch pedals are allowed.

TIRES AND WHEELS

Hoosier 790 or 795 will be the specified tire of NCTS in 2021. Sportsman Hoosier 790's allowed for 2021. Teams may substitute DOT stamped tires with a treadwear rating of 200 or greater, (must be clearly marked), a 60 series or taller sidewall with a maximum of a 215-section width or narrower. Tires must be the same all four corners (all Hoosier or all DOT radials) Wheels must be same diameter at all four corners. Soaking tires or the use of tire treatments, including "armor-all" is prohibited.

Right side (passenger side) wheels must be steel racing safety wheels. Stock wheels are permitted on left side

(drivers' side) only and must be in sound condition (no bends or cracks). All wheels can be a maximum of 7". Maximum wheel diameter is 15". Permitted backspacing of wheels is 2" or greater. Offset wheels are aloud. **NO WHEEL SPACERS or 1" BACKSPACING WHEELS ALLOWED!!!!**

TIRES MAY NOT EXTEND PAST THE FENDERS AT THE TOP OF THE TIRE.

These cars are not modified or open wheel cars. We currently have no track width rule, but please do not make us implement one. This will be left to the discretion of the NCTS officials and if they deem it to be unsafe you may be asked to narrow it up.

Wheel studs' threads must be visible above the top of the lug nuts. 1" lug nuts are permitted and strongly encouraged.

TRANSPONDERS

Transponders must be mounted at or behind the rear axle, under the car, using proper mounting bracket or pouch. Any driver that loses or damages a transponder will be responsible for full cost of a new replacement. You will not be paid any monies for the event until your transponder has been turned in and verified.

ADDITIONAL RULES

Drivers and teams are always required to allow complete and unfettered access to their racing vehicles by any MCTS officials for the purposes of inspection and rules compliance. Any attempt by a driver, team member, or team representative to limit access to a race vehicle, or to conceal a rules violation from NCTS officials, will result in an immediate disqualification regardless of the condition of the race vehicle.

Disqualification can include: a change in heat race or feature race starting position, a change in on-track racing position during a race, a change in heat race or feature race finishing position, or expulsion from the racing event or racing series.

Whenever ordered by any NCTS officials, the driver is required to present himself and his car to the inspection area determined by the NCTS officials on race day. This order may come in the form of a verbal notice during the drivers meeting, a verbal notice directly from a NCTS official, a notice via radio transmission (Raceiver), or by hand signals or gestures from NCTS officials.

IT IS THE RESPONSIBILITY OF THE DRIVER TO KNOW WHEN AND WHERE HE/SHE IS REQUIRED TO REPORT TO FOR TECHNICAL INSPECTION AREA. Failure to report directly to the technical inspection area when required will be considered a deliberate attempt to conceal a rules violation and will result in an AUTOMATIC DISQUALIFICATION.

IT IS THE RESPONSIBILITY OF THE DRIVER TO BE READY AND KNOW WHEN HIS/HER PRACTICE, QUALIFYING, AND RACE IS TAKING PLACE. We cannot and will not hold up the show and will not make any special accommodations for practice or qualifying.

Any driver required to report technical inspection that deliberately stops or visits his/her or another teams pit area before or while in route to the inspection area will be disqualified. (NO EXCETIONS)

All race drivers required to report for technical inspection are required to maintain their race vehicle in the EXACT same condition as it was during the race, from the time the vehicle completes the race until technical inspection by NCTS tech officials is completed. Any part removal, part installation, or adjustment to the race vehicle prior to and during the technical inspection process that is not authorized by MCTS tech officials is

considered illegal and will result in disqualification.

During post any cars technical inspections (start of night, post qualifying, post-race), only the driver and a maximum of **one crew member** belonging to each race car will be permitted in the inspection area. Any **driver or crew member** not belonging to the cars being inspected by NCTS officials are required to remain a minimum distance of **15 feet** from cars being inspected. No driver or crew member may refuse, attempt to delay, or in any way limit or prevent NCTS officials from performing a technical inspection. Violations of these rules will result in the offending team being disqualified.

Two-way communication devices are NOT allowed. Any team suspected of using two-way radios will be disqualified. Drivers are required to use a race-receiver type device to monitor race control during **line-ups, qualifying, racing or any other time car is on the racing surface.**

Any driver, crew member, or team representative yells, curses, abuses verbally or physically, a NCTS official will be immediately disqualified, ask to load, and leave the events premises, and will forfeit all monies and points for the event and be subject to being banned from competition for the remainder of the racing season with the NCTS. All NCTS will gladly listen to any concerns or complaints, (at the appropriate time) if you are respectful and courteous. Please treat all officials the way you want to be respected.
DRIVERS ARE RESPONSIBLE FOR THEIR TEAM MEMBERS.

Drivers disqualified from an event will be subject to loss/forfeiture of event championship points, applicable events starting pay, tow money, and event purse payout as determined by the NCTS and the Race Director. All decisions by the NCTS officials on scoring, payout, and penalties are final.

Drivers MUST remain with any disabled car to assist track personnel in removing the car from the racing surface and returning the car to the pit area. Drivers with a wrecked or disabled car may not exit their car until instructed to do so by a track or safety official, unless the driver is in direct danger or physical harm (such as fire, leaking fuel, smoke in the cockpit, fumes, etc...). Drivers leaving their cars to confront another competitor, or a race official will not be tolerated. Obscene gestures and profanity will not be tolerated. Any driver that leaves their vehicle without permission of NCTS or track safety personnel will be penalized or expelled. Any crew member that approaches the racing surface for the purposes of confronting a competitor or official will be penalized or expelled. Any crew member or family member coming onto the racing surface without permission of NCTS officials will be expelled from the event premises. Penalties for improper conduct may also include fines, suspension from racing events, and or expulsion from the racing series.

Our Technical Inspector(s) word is final on car safety, person safety equipment, and cars meeting these rules. If he finds something and tells you it needs fixed, get it fixed. If he finds a gray area or may need to implement a penalty, he himself will come to management and we together will come up with a decision and solution. Do not go to management if he told you something needs done or fixed with your cars. If anyone, driver, crew member, family member, or team representative yells, argues, curses, or gestures anything in any way to our tech officials, that team will receive a penalty or be disqualified for that event. Being a tech is a hard and thankless job and they are there to make sure everyone is safe and on a level playing field.

NCTS has set these rules to keep everyone safe and as equal as possible for great competition. NCTS reserves the right to modify, change, or discontinue all or any of these rules in the interest of competition and safety. We want the best show possible for our associate tracks and our fans.