



2016 Series Rules & Regulations

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Section 1 Concept and Mission

The concept of Spec 86 Cup is to build a US Based Series based on the Subaru BRZ and Scion FRS (referred to as GT86 going forward in this document). The sports car nature and lightweight chassis of the GT86 combined with it's low cost of entry for a relatively new car MY13 was the first year produced, lends itself to a great spec racer. The lightweight and low horsepower will yield a low cost of consumables like tires, brakes and suspension components. These cars will be running in a relatively stock format with a few minor modifications allowed to make them a bit more fun and a bit easier to setup for road racing.

Many of the founders of this series have been in the racing world on various levels from club racing, to dirt tracks up to Grand Am/IMSA professional racing. These rules have also taken into account the other side of the coin as well. We have attempted to make some ground breaking rules that as organizers, officials and impound/compliance officers should help eliminate many of the pitfalls we've seen in other series over our tenure.

To encourage existing racers to try out the series, we have established an invitational status. The invitational status allows you to enter a normally aspirated GT86 with OEM engine but does not fully comply with the Spec 86 Cup rules.



The driver does need to provide a vehicle technical sheet in advance of participating in an event and will need to be approved. The car and driver must comply with all the NASA safety and Performance Touring rules. Drivers with an invitational status do not qualify for Spec 86 Cup points or contingencies. All cars must have the required Spec 86 Cup decals (available at race events). The invitational status is granted for up to 2 race weekends.

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Section 2

Required Equipment

2.1- Stock Parts

All stock parts are allowed in competition for Spec86 as long as they comply with the NASA CCR Safety rules. The intent of this is to allow a bone-stock caged/safety equipment equipped vehicle to compete. You likely won't do very well but any "Spec Part" may be substituted with a stock part for the FRS/BRZ.

2.2- Required Equipment

This section outlines items, which will be required on your vehicle. They are for compliance or safety reasons and therefore required.

2.2.1- Data Acquisition

In lieu of requiring Dyno sheets, all competitors should have an AIM Solo DL or higher Data System installed in their car and working at all times during qualifying and racing. Data may be required for compliance purposes. Failure to produce data may result in a disqualification from results.

2.2.2- In-Car Video

All competitors are encouraged to have some form of forward facing camera, preferably roll bar mounted or roof mounted showing the inside and forward view of the track and mirrors. Rear facing is encouraged as well. Video data is highly encouraged to allow race official to settle any incidents.

2.2.3- Spec86 Tune

In order to maintain a standard setup across the board for our competitors a Spec86 tune has been developed that will increase the power and work in conjunction with the Spec86 exhaust manifold and headers. All competitors will be required to install the Spec86 tune and the RD/SD may also reflash all competitors at the beginning of the weekend or at any point over the weekend.

2.2.4- Spec86 Parts

Below you will find a chart of the parts that may be changed on your Spec86.

OEM parts are allowed to stay intact, however the chart will dictate what non-OEM parts are allowed or if the part is considered open where any **commercially and widely available part may be substituted**. Custom or one-off parts for open parts are not allowed unless specified below.

Chart 2.2.4 Spec 86 Parts

Modification	Limited/Open	Manufacturer/Limits	Notes/Part Numbers
Coilover	Limited	Limited	Height adjustable only. Up to 500 Lbs. spring rate. Coil over allowed. Spec86 coil over under development
Sway Bar	Open	Must mount in stock location.	Endlinks may be changed as well. No in-cabin adjustable sway bars allowed.
Bushings	Open	No spherical No solid/metal* No Geometry Changes*	Inserts allowed Bushings that adjust caster and bump steer will be allowed. Solid front LCA rear bushings allowed.
Header	Open. Cat-less Header.	Must mount in stock location.	Spec86 Tune is for Tomei: 412002 EL
Exhaust	Open	Post-header (Over, Under Pipes, Midpipe, Muffler)	Exhaust must exit in stock location, may be single pipe exit. Mid-pipe and muffler may be custom made parts but must exit at stock location.
Brake Booster Reinforcement	Open		
Lightweight Pulleys	Open. OEM diameter		
Caster/Camber Plates	Open	Front Only No modifications of bolt holes No modification of strut tower opening	Front Only
Oil Cooler	Open	Must Be contained within bodywork.	
AOS/Catch Cans	Open	No oil cap style catch cans.	
Radiator	Open	Must fit in OEM location without modification.	AC Condenser may be removed. Fans may be removed or replaced, must fit in OEM location.
Oil Pan Baffle	Open	OEM pan must be retained	

		without spacers or relocation.	
Rear Control Arms	Limited	SPC: 67660, Crash bolts.	Camber adjustment only
Intake (CAI)	Open		Closed box style
Brake Pads	Open		
Brake Lines	Open		
Brake Duct	Open	2.5" diameter tubing max, must fit within bodywork.	
Brake Rotors/Calipers	Limited	Rotors limited to 330mm Front, otherwise open. Rear must be stock calipers and rotors.	
Wheel Stud	Open	Must fit inside the OEM bodywork.	
Shifter	Open	Shifter rod only and bushings.	
Transmission Cooler	Open	Must fit inside the OEM bodywork.	
Differential Cooler or Cover Cooler	Open	Must fit inside the OEM bodywork.	
Steering Wheel	Open		
Gauges	Open		
Wheels	Open	17" Diameter Up to 9" Max Width Min Weight 15.10	One-piece construction. Spacers allowed but cannot exceed the spec track width.
Tires	Limited	Dry: Maxxis RC1 Rain tire: open as long as designated as a wet tire by the manufacturer.	Up to 255-40-17 (both dry and rain tire)
Final Drive	Open		
Differential	Open		
ECU Tuning	Limited	ECUTek Tuning Software	Spec86 Tune only.
Traction Controller	Limited	OEM or Beastronix	
Battery	Open	Must retain OEM location	

Section 3 Removal/Addition of Equipment

3.1- Removal of Interior

Interior panels may be removed to facilitate safety equipment including but not limited to seats, door cards, trim panels, carpeting, sound deadening, headliner. Trunk inserts, carpet and spare tire, jack, lights, may be removed. Dashboard, center console, gauge cluster, HVAC, HVAC Controls and armrest area between the front seats must be retained. Heater core may be removed along with the associated piping and hoses. Radio head unit may be removed (good place for additional gauges). Along with the removal of any lights, sensors, radios the associated wiring may be removed along with it. Pedals may be changed/modified for comfort/accuracy, must retain original style actuation. Steering wheel, and column mounts may be removed or modified to facilitate a

removable wheel. Air Bags must be removed. If you are in doubt about removing a particular part, consult your Series Director.

3.2- Removal of Exterior

The exterior of the Spec86 must remain as delivered from the factory, headlights and tail lights may be changed out for cosmetic purposes with commercially available units and must bolt into stock locations. Turn signals, fog light grills, fog lights, etc. may be removed and replaced with tape and or panels. All fender liners, battery location, under-trays, spoilers, etc. must be retained as OEM. Air conditioning compressor, condenser and evaporator units as well as associated hosing/wiring may be removed for weight savings and to facilitate airflow. Exterior parts available from US Dealers for the USDM market are acceptable (Series Blue and Series 10/Monogram Series items in particular)

3.3- Exclusionary Rule Base

The rule base being employed in Spec86 is that of an exclusionary manner. Anything not specifically noted as replaceable, must be OEM as delivered in the USDM.

3.4- Safety Equipment

All safety equipment must meet the NASA CCR. This includes but is not limited to: kill switch, fire suppression, seats, nets, cages, etc.

Section 4

Weights, Measures & Livery

4.1- Weights

All Spec86 cars must have a minimum weight of 2795lbs during post race impound, including driver.

4.2- Dimensions

The ride height will be determined once the Spec86 Coil over has been finalized.

4.3- Ballast

Ballast must be secured inside the vehicle either passenger section and/or trunk section. Maximum ballast is as per the NASA CCR.

4.4- Livery

Required Spec86 livery includes but is not limited to the following:

Number Panels

Series Sponsor Logos

Series Graphics

NASA Sponsorship Logos

Graphics packages will be available in various colors to contrast the OEM car colors. The idea behind the strict rules for number panels, sponsor logos and even graphics is simply to present a uniform look to Spec86 so they will be recognizable on any racetrack at any time even in mixed class racing.

4.5- Track Width

Wheels and tires must fit inside the widest area of OEM undamaged fender/wheel well. This is measured with race tire pressures and camber setup.

4.6- Fuel

Maximum of 94 Octane Pump Gasoline may be used. No Oxygenated or otherwise modified from commercially available pump gas allowed. If you have an E-85 flex-fuel setup it must be disconnected during competition.

Section 5

Waivers for Non-Compliant Vehicles

With the various levels of modifications that may be done prior to building your Spec86 car or bringing over a car from another series, there are bound to be some items that don't line up exactly with what we've laid out here. There is always a waiver that can be given on a case by case basis. Do not hesitate to reach out to us and ask if a particular item can be waived out due to circumstances. We may be able to offer a way to help get you compliant or waive the requirement entirely. JUST ASK!

Section 6

Contact Information

Website: <http://Spec86.com>

E-mail: Spec86Cup@gmail.com

Facebook Page: <https://www.facebook.com/Spec86Cup>

Facebook Group: <https://www.facebook.com/groups/Spec86/>

Section 7

Alternate Series Classifications

This section is designed to show you where you can run your Spec86 with small modifications. We believe the Spec86 builds will be one of the most diverse cars and below you will see just how diverse they are.

6.1 NASA PTD

- Tire Width & Compound Adjustments
- Dyno Reclassification

6.2 Pirelli World Challenge TCA

- Remove the SPC Rear Control Arms
- Tire Brand/Compound
- [other items we haven't researched yet]

6.3 SCCA T4

SCCA T4 cars will be allowed to participate in Spec86 Cup, they align very well to our Specs. Essentially a T4 car will need only change tires and Spec86 Tune to come into compliance.