2027 National Compact Touring Series Rules

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The National Compact Touring Series is the home of the Worlds Fastest Compact touring cars, these rules are intended to ensure that remains true but also balance the overall budget of racing without limiting ingenuity of our racers and builders.

Introduction

National Compact Touring Series (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 in appearance. All body panels must be on the car including: bumper covers, fenders, deck lid, hood and rear hatch or deck lid. Cars must have clearly legible numbers (no spray-painted numbers) that are visible for race control and score keepers. Numbers on to be on both doors and the hood. A 5” or larger number is to be on the upper right corner of the windshield. Driver’s name is to be above the window openings on each side of the car. NCTS will always welcome home track drivers to compete with our series. Their home track rules will apply for them. Any rules, compliance exemptions, or waivers granted in this context will be at the sole discretion of NCTC officials. Penalties, point forfeiture, or payout adjustments may occur for cars that are determined by NCTS officials to have a performance advantage relative to our 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.

Personal Safety

All drivers must have a snell SA approved helmet with a SA2010 or later certification. Tag still must be inside. Helmets must be worn at all times while on the racing surface. No motorcycle or dirt bike helmets are allowed. Head sock or helmet skirt is mandatory.

Drivers are required to wear a flame retardant SFI rated driving suit that is free and clear of cuts and/or rips. Flame retardant racing gloves and shoes must also be worn. No mechanic gloves. Hans device, Necksgen, or similar devices are mandatory. No foam wrap around or horseshoe neck collars permitted. All Hans and Necksgen certification stickers must not be older than four years old from the present year. SFI approved window net is required and to be securely mounted with a latching device at the top. Window net must remain latched whenever the car is on the racing surface. A minimum of a 3” wide 5 or 6 point safety harness is required. HANS ready belts (2” upper straps OK) Must be attached with Grade 5 hardware or better to the roll cage or seat mount. Certification dates on the belts may not be older than 3 years from present date and still have certification tags attached on them. Belts must be securely latched when on the racing surface and 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. Must be bolted with 3/8” or larger grade 5 or better bolts with washers to prevent pull through.

It is highly recommended that you have a fire suppression system that is up to date and in good working order. A battery shut off switch is required. Master switch must be mounted within the driver's reach. A fuel pump switch is also required and must be mounted at the left front (driver's side) of the interior in a location that can easily be reached by the driver and track safety. Switch must be clearly labeled. Battery may be relocated to the area behind the driver or in the trunk. Battery must be securely mounted to the floor or roll cage.

Raceceivers are mandatory and a part of the driver's personal safety equipment. Every driver is responsible for making sure they have a fully charged battery and that their raceceiver is working before going on the track surface. We will do radio checks before every race and if you're found to not have a working raceceiver you will not be able to race. The raceceiver channel during all events unless otherwise specified by NCTS officials will be: 454.0000

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

Eligible Cars

4 or 6 cylinder front wheel drive or 4 cylinder rear wheel drive compact cars only. No full size cars allowed. No SUVs, Cross Overs, or Vans permitted. Wheelbase must be between 90 and 107 inches. 75" max width, as measured by Toe plates outside of tires. No convertibles or all wheel drives allowed. No all wheel steering allowed. No rear or mid engine cars allowed. No power adders of any kind allowed. (superchargers, turbos, or chemical adders included).
Cars must maintain OEM engine manufacturer. Example: Ford to Ford, Chevy to Chevy, Honda to Honda, etc. No aftermarket blocks, Stock type cylinder heads with stock casting from the same engine family as the Block. Throttle body must be attached to the intake manifold at the stock location. Aftermarket intakes are allowed. NCTS will not be using restrictors. One fuel injector per cylinder. OEM starters only. NO ITB INTAKES ALLOWED. All forward and reverse gears must work.

Exhaust

Single exhaust only, and must be sealed with no leaks, no tubing larger than 2.5" diameter will be allowed anywhere in the exhaust system. Exhaust must exit behind the driver and away from the fuel cell. There must be a heat shield between any part of the exhaust within 6" of the fuel cell, and it must be approved by an NCTS official. No part of the exhaust system may enter the driver's area.

Roll Cage

Roll cage must be a 4 or 6 point design and be constructed of 1 ¾ or 1 ½ .095 or thicker steel tubing. Must be roll cage tubing (HREW, CREW, OR DOM). No Square tubing allowed in the main portions of the cage, square tubing may only be used at the base of the cage, for fuel cell mounting, ETC. All tubing connections, seams, and bracing must be fully welded. No tack welds. Cage must be attached to the floor/unibody frame of the vehicle by welding to the rocker rail or to ¼ minimum thickness sandwiched plates bolted to the floor. However, it is highly recommended that the 4 point be attached with 2"x2" square tubing instead of sandwich plates. Reinforcing plate, tubing, or steel angle on the inside of the rocker rails is required. Main hoop of the 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. Driver's door bars must be connected by tubing or bracing to the rocker rail to reduce inward bending on impact. Driver's door bars must be covered with steel plate on the outside (minimum of ⅛ thickness. Roll cage design must include a minimum of 5 bars extending side to side (top of the main hoop, dash bar, middle of the main hoop and the bottom of the 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 are permitted. Diagonal support bars extending from the main hoop to the rear are encouraged. Teams are encouraged to add as much additional bracing within the roll cage as they deem necessary. Any roll cage that does not meet the approval of NCTS officials will not be allowed onto the race track.

Bodies

All exterior trim including lights, body moldings, mirrors, etc. must be removed. All cars are required to have Complete bodies including both bumper covers and deck lid. The roof and A and C pillars must remain stock steel but can be skinned. Aluminum sheeting will be allowed for bodies. No downforce style, shovel, or dirt late model style bumper covers are allowed. Doors must be welded shut or bolted. Doors can be skinned. Skirting is permitted but must not extend more than ½" beyond the outside width of the tires. No sharp edges or ends on skirts. No splitters or rear air diffusers allowed. No body panel, skirt, or bumper lower than 3" above the ground allowed. No venting of the interior, floor, hood, fenders, roof, quarters, doors, or trunk panels except for fuel cell venting or driver ventilation system. Brake cooling ducts 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. Any body panel, wheel opening, or body attachment that is deemed illegal or unsafe must be corrected at the discretion of the NCTS tech official before the car is permitted on the racing surface. No bars can come through any body panel or bumper cover. No bars below the bumper cover except the crash bars for the fuel cell and they must be forward of the start of the rear bumper cover. Rub rails are permitted on both sides at doors only. Can only be mounted flush against the door skins. No nerf bar style rub rails. Rub rails may be 1"x1" steel or clear plastic or Lexan decal protector type. Both mounted flush with no rough or sharp edges. Hood and deck lid must be secured with a minimum of 2 hood pins each.

Front Windshield

Windshield can be stock or replaced with Lexan or dirt screen. If using Lexan 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 driver must wear a full-face helmet with eye protection. No Lexan or any other material covering the passenger door window. NCTS reserves the right to have any teams make any changes to allow track safety crews quick entry into the car's cockpit. Side quarter windows are optional but must be Lexan and made to replace stock side windows of the cars make/model if included.

Spoilers

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

Frames/Trunks

Car must have a stock Appearing frame, firewall, and floor pans from the firewall to the center of the rear wheels. NO TUBE CHASSIS ALLOWED. No open holes in the firewall or floor pan allowed. Any holes or repairs must be made using the original thickness steel only. No aluminum allowed. Trunk floor may be removed or modified to allow for fuel cell installation.

Weight Rules

Base weight: – 2250 lbs
V6 cars: - 2450 lbs.
All DOHC and H, K, & B – 2350 lbs
Max weight for any car is 2800 lbs
58.01% Max left side weight, 58.02% will not pass.

Ballast

All ballast (steel, lead) must be a solid mass. Ball bearings, steel shot, sandbags, 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 the vehicle. Must be bolted or welded. 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 inspections before returning to any remaining competition events.Fuel Cells/LinesFuel cells are mandatory in all cars. The maximum fuel capacity is 15 gallons. No marine boat tanks or portable gas containers (cans) allowed. Protective bars for fuel cells are required. Any fuel cell mounted exposed to the underside of the car must be enclosed by a protective steel can and be protected by a fuel cell safety cage or impact bar. Fuel cells must be equipped with an anti-rollover valve and vented to the outside of the trunk at the left rear. Fuel cells must have a securely latching fuel cap. Fuel cells must be mounted with minimum ⅛ thick, 1" wide straps or with 1" tubing. All cars must have a metal firewall completely sealing the trunk area and 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 line and fittings must be used. Any fuel line run through the driver's compartment must be run through steel tubing and painted red with the lettering not cut on it in white letters. Any fuel system deemed unsafe by NCTS tech officials will not be allowed on the track. No rubber Fuel lines in the driver's compartment.

Fuel

Fuel allowed is pump gas, race fuel, or E85. No alcohol or methanol. No fuel additives (benzene, nitromethane) allowed. Only RevX oil/fuel additives are allowed. Use of nitromethane or benzene will result in expulsion from the series. If you protest being found in use of banned fuels, NCTS officials will draw a sample of your fuel to be tested. You will not receive points or pay until the results are received. If it is found that you had illegal fuel you will lose all points and pay for the event and are responsible to pay the cost of lab fees to have your illegal fuel tested. The fee must be paid in full before you are allowed to compete with NCTS again. If there is a second occurrence you will be banned for the remainder of the season. If fuel sample taken is deemed legal NCTS will award you all points and money that you earned for that event.

Tow Hooks

Towing devices are required. A secure towing device (hook, chain, cable, bracket) must be securely fastened both on the front and back of the car and should be painted or labeled in a bright visible color. We are guests at the tracks that we visit, Tow hooks are mandatory at most race tracks, Please respect the safety crews by fabricating safe, easily accessible tow devices.

Tires and Wheels

Hoosier 790 or 795 will be the specified tire of NCTS. Sportsman 790's will also be allowed. Teams may substitute DOT stamped tires with a tread wear of 200 or greater that is clearly marked as such. A 50 series or taller sidewall. Soaking tires or the use of tire treatments is strictly prohibited. **Wheel spacers are allowed as long as the car width is within the 75" rule and tires do not extend out past the fenders.** 1" backspaced wheels or 8" wheels are not allowed. Right side wheels must be steel racing safety wheels. Stock wheels permitted on the left side. They can be steel or aluminum. Maximum wheel width is 7". Maximum wheel diameter is 16". Permitted back spacing is 2" or greater. Wheel stud threads must be visible above the top of the lug nuts. 1" lug nuts are required.

Suspension/Drivetrain/Brakes

Cars must maintain a minimum of 3” ride Height. Nothing on the car can be below the 3” rule. Cars may and will be required to drive over a test block 24” wide placed in front of the car as the car drives though tech before the event. If you return to your pit after tech before going to the racetrack you may be required to re-tech. Ride height can and will be checked in the staging lanes as NCTS officials feel necessary. No made for racing (Penske, Afco, Pro, or similar) shocks or struts are allowed. No adjustable or rebuildable shocks or struts permitted. Any shock or strut with rebound or compression adjustment knobs, screw, rods, or compression adjustment knobs, screws, rods, or bolts are prohibited. Stock REPLACEMENT strut, shock, or spring must mount in stock location. NO REMOVING ADJUSTERS FROM AN ADJUSTABLE SHOCK OR STRUT, NO GRINDING STAMPED NUMBERS OFF THE BODY, STRUTS WILL BE STOCK REPLACEMENT SOLID SHAFT ONLY! No shock or strut that has ever been taken apart or ever been adjustable will be allowed. NCTS TECH would recommend saving the brand and part number for quick verification if needed. NO EXCEPTIONS NO FIX IT WARNINGS! No internal bump stops. No grease filled shocks. Each corner must move through travel. No solid or bound shock packages. $100 protest fee per shock. Points and money will be withheld until results come back. If shock is found to be altered from stock, all points, pay and the protest shock will be withheld. If shock is found to be legal, all points, pay and the legal shock will be returned to the competitor as well as the protest money.

Shock or struts with threads permanently made in their bodies are prohibited. Only slip on coil sleeves are allowed.

Stock, aftermarket, and performance sway bars using stock mount points are permitted. No made for racing multi-piece sway bars allowed. Stock type front control arms are required. Control arms and mounting locations may be modified. Aftermarket radius rods allowed. Rear control arms may be replaced with steel tube and heim ends for safety. Stock rear trailing arms and suspension mounting points may be braced for strength.
Car must have working brakes on all four wheels. Drilled and/or slotted rotors are allowed. Must use stock type calipers. Brake cooling ducts are allowed on the front brakes only. Parking brakes must not be used by the driver while competing. An adjustable proportioning valve is allowed (knob, handle, crank) and can be mounted in the car if desired to be adjusted by the driver on track. Can only use a stock type master cylinder. No aftermarket master cylinders. No aftermarket pedals allowed.

Transponders

Transponders must be mounted at or behind the rear axle, under the car using a proper mounting bracket or pouch. Any driver that loses or damages a transponder will be responsible for the full cost of a new replacement. You will not be paid any money 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 NCTS official 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 officials will result in an immediate disqualification regardless of the condition of the race vehicle.

Disqualification can include but is not limited to: a change in heat race or feature race starting position or expulsion from the racing event or racing series.
Whenever ordered by any NCTS official 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 driver's meeting, a verbal notice directly from a NCTS official, a notice via radio transmission (raceceiver), or by hand signals/gestures from NCTS officials. It is the responsibility of the driver to know when and where he/she is required to report for technical inspection. 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.

Any driver required to report technical inspection that deliberately stops in their pit area, or visits another team's pit area before or while in route to the inspection area will be immediately disqualified with no exceptions.

All race drivers that are required to report for technical inspection are required to maintain their race vehicle in the exact same condition as it was during 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 NCTS tech officials is considered illegal and will result in disqualification.
During any cars technical inspections (start of night, post qualifying, post race) only the driver and a maximum of one crew member belonging to the race car will be permitted in the inspection area. Any driver or crew member not belonging to the car 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 entire offending team being disqualified.

It is the responsibility of the driver to be ready and know when their practice, qualifying, and race is taking place. We cannot and will not hold up the show or make any special accommodations for practice or qualifying.

Two-way communication devices are not allowed. Any team suspected of using two-way radios will be disqualified. Drivers are required to use a raceceiver type device to monitor race control during line-ups, qualifying, racing, and any other time the 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, will be required to load and leave the premise immediately, and will forfeit all money and/or points for the event as well be subject to being banned from competition for the remainder of the racing season with NCTS.

NCTS will gladly listen to any concerns or complaints (at the appropriate time) as long as you are respectful and courteous. Please treat all officials the way that you want to be treated.

Drivers are responsible for their team members.
Drivers that are disqualified from an event will be subject to loss/forfeiture of event championship points, applicable event 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 must 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 immediately 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, personal safety equipment, and cars meeting these rules. If they find something and tell you it needs to be fixed, get it fixed. If they find a gray area or may need to implement a penalty, the official will come to management, and we together will come up with a decision and solution. Do not go to management if the official told you that something needs to be done or fixed with your car(s). The technical inspector is the ultimate decider when it comes to any technical rules stated above for this series. If anyone; driver, crew member, family member, or team representative yells at, argues with, curses or gestures anything in any way to our tech officials, that team will receive a penalty or be disqualified for that event. The tech officials are there to make sure everyone is safe, on a level playing field, and adhere to the regulations listed above.

All NCTS officials and staff are to be treated with kindness and respect, as we do for all the fans and drivers. NCTS is a highly respected and clean racing series. Adhering to the rules as stated above is what makes this series a possibility.

NCTS reserves the right to modify, change, or discontinue all or any of these rules in the interest of competition and safety. Your knowledge of, and compliance with, the rules and regulations as stated above is greatly appreciated. We want the best show possible for our drivers, associate tracks, and fans.

Social Media Policy

All Members agree to act in a professional manner as determined by National Compact Touring Series Officials. The professional manner includes, but is not limited to verbal representation, social media, text messages, written representation, any representation that may represent the sport of racing and/or motorsports in general and/or any affiliates. a) Failure to do so will result in fines/suspension for NCTS events. Severity of penalty will be up to NCTS Officials based on severity of incident.


NATIONAL
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