



2010 CAR SPECIFICATIONS

GT-C CLASS

Revised 2/2/10

These guidelines are intended to define the modifications that are acceptable to a Dodge Viper Competition Coupe competing in the GT-C class for the VRL series. Any driver found not complying with the rules will receive a point penalty and/or fine and possible probation or suspension. Amendments to these rules may be adopted at any time and will become effective at the next event. These rules supersede all previous rules.

1. MODIFICATIONS

The GT-C class is a spec series for Viper Competition Coupes as delivered by Dodge. No modifications / adjustments to any component are allowed except adjustments to caster, camber, toe, compression, rebound, canister pressure, wing angle, ride height and tire pressure or where listed in the "Exceptions To As Delivered" section below. No permitted components or authorized modification shall additionally perform a prohibited function. Any tampering or counterfeiting of the seals will result in loss of points for entire season up to such date that the violation was found.

All Viper engines may be rebuilt or refreshed by Arrow as the official Dodge suppliers. Engine rebuilds by others shall be made available for inspection by VRL upon request. Any driver that does not conform to this request will be prohibited from racing in VRL events until such inspection has been made and engine has been deemed acceptable. Performance enhancements are not permitted.

2. EXCEPTIONS TO AS DELIVERED (ALLOWED MODIFICATIONS FOR GT-C CLASS):

1. Air Filters may be changed to K&N.
2. Use of a Corsa exhaust system will receive one Sponsor point per race event.
3. Oil substitutes and additives are permitted. Motul lubricants are the official VRL lubricants. Users of Motul oil and one other Motul product per event will be eligible for one bonus point per race event.
4. Radiators may be changed but must remain in stock location.
5. A close out panel may be added to funnel all air coming in through the nose of the car into the radiator.
6. A radiator screen of ¼ inch minimum mesh may be added. If added, it shall be contained entirely within the bodywork of the vehicle.
7. Brake pad compound and manufacturer at the discretion of the driver but the size must be the same as OEM.

8. The rear lower shock mounting bushing may be changed to the updated bushing available from Dodge but must remain in the stock location. The rear shock bracket kit from Dodge (P/N P5153099) MAY NOT be used.
9. Rear toe link tie rod bushings may be changed to spherical bearings available from Dodge (P/N P4510758).
10. Rear lower ball joints may be replaced by spherical bearings and studs available from Dodge (P/N P4510760 and P5153004).
11. Use of the Dodge Camber Shim kit is allowed (P/N P4510229).
12. The hydraulic cooling fan may be removed by use of the Hydraulic Fan Removal Kit available from Dodge (P/N P4510236). An electric cooling fan may be used as an alternative to the stock hydraulic one.
13. The front tow eye may be replaced with a Soft Tow Strap – Front available from Dodge (P/N P4510235).
14. The rear transmission mount may be replaced by an Archer Racing urethane rear transmission mount.
15. The front sway bar bushings may be replaced by Archer Racing greasable front sway bar bushings.
16. The rear sway bar bushings may be replaced by Archer Racing greasable rear sway bar bushings.
17. The stock flywheel may be replaced by a Fidanza flywheel.
18. The stock battery and fire extinguisher bottle may be moved to facilitate mounting of a passenger's seat but may not be moved otherwise.
19. All cars may use a standard safety glass windshield, as delivered with the car, mounted in the stock location and at the stock angle. In addition to any other method of retention, the windshield shall be secured using the factory installed tabs/clips. Windshields of alternate material (i.e. Lexan MR-5 / MR-7 / MR-10 or FMR-102) are permitted. Alternate windshields must be of 6mm minimum thickness. Alternate material windshields must be identical in size and curvature to the original glass component. Alternate material windshields must be retained by at least 3 - 3" by 1" by 1/8" clips bolted or riveted to the body at the top of the windshield and at least 2 - 3" by 1" by 1/8" clips bolted or riveted to the cowl and extending over the bottom of the windshield. These clips must be at least 12" apart. The stock non-functional headlight shells or fog light shells may be replaced with functional SRT-10 headlights.
20. Archer Racing Kevlar clutch approved.
21. Alternative shifters are approved for driver preference.
22. Transmissions may be rebuilt but must keep the stock gear ratios! Fifth must be .75 and sixth must be .50.
23. The sealing of the hood and roof vents is permitted.
24. Brake proportioning valves are strictly forbidden.
25. No other changes are allowed.

3. WHEELS AND TIRES

1. Forgeline wheels are the sponsor wheel of the series. Wheel width should be "as recommended by tire manufacturer" and offset may vary by no more than 1" from stock wheels as delivered on the car. Users of Forgeline wheels will be eligible for one bonus point per race event. 18" diameter wheels are the standard wheel used in the VRL.

2. In an effort to achieve parity, all cars shall run the series spec tire - **Hoosier Competition VRL tires**. No Hoosier Autocross “A” or other non-VRL compound tires will be allowed for GT-C cars in the series.
3. All Hoosier tires will be branded and will be purchased from a VRL approved supplier.
4. Tires cannot be soaked or treated in any fashion.
5. Wheels must be certified at least once every two years. They must be date stamped by Forgeline or an approved manufacturer. All wheels must be inspected and dated before the car will be allowed on the track.
6. Drivers must use the same set of tires for Qualification and the Saturday race. A second set of tires may be used for the Sunday race.
7. If a driver damages a tire during qualifying, a VRL official must be called and then the tire may be replaced at the same corner from which it was removed with no penalty. If more than one tire must be replaced due to driver over driving during qualifying (IE; spin causing flat spots or other damage) and more than one tire is damaged the driver will go to the last grid position for the starting of the race and they will lose their qualifying time and qualifying points.
8. A VRL official may deem any tire unsafe and that tire must be replaced. Refer to 7 above for any applicable penalty.

4. APPEARANCE

1. Cars may be painted any color. Markings and numbers may be painted.
2. Numbers will be as assigned by the VRL and must appear on the car in 4 places. Side number characters must be a minimum of 10” high and 6” wide and contrasting colors. Front and rear number characters must be a minimum of 5” high and 3” wide and in contrasting colors.
3. The car class (GT-C) shall be marked on the rear bumper and must utilize characters at least 4” high and 2.5” wide.
4. Rookies must have a 5” yellow circle with a 4” “R” on the rear of the car.
5. Vehicles shall be neat and clean, show no body damage or primer, and carry all prescribed identification marks and logos.
6. Cars must have affixed all League Sponsor decals as listed in the Sponsor Points. Color of decals at driver’s option but must be proper format.

5. DRIVER COMPARTMENT

1. The stock bulk head must be retained and not be modified to keep fuel out of driver’s compartment.
2. The stock Racetech driver's race seat may not be changed but inserts are legal. The driver’s seat shall be firmly mounted to the structure of the car. 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. Seats homologated to and mounted in accordance with FIA standard 8855-1999 or higher need not have the seat back attached to the roll structure. Racetech seats must be mounted in accordance with manufacturer instructions.
3. A passenger seat may be added provided that it is of like construction and installation as the driver’s seat. It must be fitted with a 6 point harness of like construction and installation as the driver’s harness.
4. Six point safety harnesses must be utilized. The stock 6 point harness may be replaced with an alternative brand of 6 point harness. These harnesses must meet the

requirements of and be mounted per the latest SCCA General Competition Rules & Specifications. These harnesses shall consist of two minimum 2" lap belts, two minimum 3" shoulder belts, and two minimum 2" anti-submarine belts. All such systems shall be mounted properly and dated **no more than two years old**.

TeamTech is the official VRL safety harness provider and the use of a TeamTech harness will result in one bonus point per race event towards the point championship.

5. Head Restraints are required for all drivers. Drivers will wear their restraints at all times while on track.
6. In car video is mandatory in all cars. This will allow the Stewards of the Meet to resolve all rules and track infractions by having all the information possible available before making a ruling. The video camera must not be powered from the car electrical system. Cameras will be operable for both the Qualifying and Race sessions. Failure to have an operational video camera will result in the car not being allowed to race, unless approved by the Chief Steward.
7. Drivers may adjust pedal location and steering wheel adjustment fore and/or aft only.
8. A VRL approved window net covering the driver's window opening is mandatory and must be securely installed. Window nets must be attached to the roll cage. The window net must be easily removable from both inside and outside the car allowing access through the window. Arm restraints are recommended. If a passenger is given a ride an arm restraint or window net must be utilized.
9. Cars must have an on-board fire suppression system with a 10-11 pound Halon 1301 or 1211 or approved extinguishing material as a minimum. Trigger must be marked with a red circle with the letter "E" inside and be operable by the driver. Outlets must be directed into the driver, engine and fuel compartments. All electric controlled systems must be direct wired and must **have current date code. One event grace period.**

6. SAFETY

1. Radio communications between driver and crew is mandatory. With the chief steward being on a specified channel it behooves the crews and drivers to know instantly what is going on. VRL will assist in finding a crew person to assist with the pit radio.
2. Each car's radio frequency must be registered with the VRL to eliminate teams being on same frequency.
3. Headlights and/or driving lights are permitted and required to race in the rain. They may be mounted in the fog light area.
4. Windshield wiper and defroster are required to run in rain.
5. Helmets can be open or closed face but must carry a Snell 2005 (or newer) rating and **be no more than 5 years old**. Helmets have a date of manufacture stamped on the inside. If you have facial hair and wear an open face helmet, you must wear a balaclava.
6. Drivers must wear a 3 layer-driving suit, gloves, socks, and shoes, as approved by the VRL.
7. All drivers must wear a properly installed head restraint system.
8. The fuel filler line must have NO fuel visible in it when the car is brought to the grid before the race.
9. The fuel filler line must be double clamped on both ends. One race grace period.
10. Fuel cell must be current within five years of date of manufacture. One event grace period.

7. OTHER

1. Any team who visibly and respectfully displays a 3' x 5' U.S. flag on the trailer on which the car arrived in, will receive one bonus point per weekend.
2. All cars competing in VRL events must exclusively use the Official Fuel (if specified) as supplied by the Official Fuel Supplier, unaltered and without additives, for all official practice, qualifying and races. Competitors are responsible for the proper handling, transportation and security of their fuel from the time it is dispensed to them and for the proper disposal of unused fuel and/or fuel drums afterwards.

8. WEIGHT

Viper Competition Coupes competing in the GT-C class must weigh a minimum of 3,030 pounds after qualifying and either of the races, **with out driver**. Any of the top five finishers may be signaled to go to the impound area and be weighed before going to their pits. Failure to go to impound will result in disqualification for that session. If it is a qualifying session the driver will be gridded at the rear for the race and lose all qualifying points. If it is a race session the driver will lose all points for that race. Cars can also be arbitrarily selected, as deemed necessary, at each event to check that they meet minimum approved weight