

2026 Technical & Sporting Regulations

INTRODUCTION

The RUSH Auto Works Inc (RAW) Race Series shall be conducted following the Sporting Regulations, CCR's, GCR's of the organizing entity. These Technical Regulations supplement those Sporting Regulations.

Philosophy and Intent

These Technical Regulations have been established to control the spec nature of the RAW Race Series. The intent is to ensure that the focus of the series is on a driver's ability in the car rather than their wallet. The whole Ethos of RUSH Auto Works Inc and the cars we build will always be to make our sport, even at a high-performance level, affordable and attainable.

Interpretation of Regulations: These regulations will be interpreted by our technical staff as clear written rules. **If it does NOT say you Can, then you Can't.** Violations will result in penalties as defined by the Sporting Regulations, Race Director, or Technical Stewards.

Fair Play and Sportsmanship

All RAW Race Series entrants are expected to compete in a spirit of fair play, with respect for the regulations, fellow competitors, and the cars. Drivers are expected to be competitors rather than combatants, and to place the spirit of fair and safe competition ahead of finishing position. This applies to on-track and off-track etiquette. Drivers who fail to respect this "fair play" philosophy may be excluded from the series at any time.

1.0 CAR ELIGIBILITY

1.1 Only RUSH race cars manufactured by RUSH Auto Works Inc and maintained in their original spec condition are eligible for competition within the RAW Race Series.

1.2 All cars must operate using Rush Auto Works mechanical parts available from Rush Auto Works' Aftersales Department.

1.3 Any car found to have modifications of any form not permitted within these Technical Regulations shall be deemed disqualified from the event.

1.4 Anything not expressly authorized by these Technical Regulations is prohibited.

1.5 All preparation, maintenance, and service of RAW cars must be provided in accordance with official RUSH Auto Works documentation and technical bulletins.

1.6 Any part on the car not produced or sold by RAW Aftersales department must be noted and reported to technical inspectors prior to the start of competition. All parts must remain unmodified and as manufactured by RAW. Technical officials will determine if the part is appropriate or needs to be changed. Any non-conforming part found and not reported to technical inspectors will be subject to penalties.

2.0 TECHNICAL SCRUTINEERING

2.1 Pre-Event Technical Inspection

2.1.1 RAW Race cars must be presented at Technical Scrutineering for Annual Inspection before competition in said calendar year. Cars must be properly prepared and race-ready, display all required decals properly attached, and must not show any significant body damage that affects safety or aerodynamics.

2.1.2 Cars that do not comply may be rejected by the Technical Inspection Team and excluded from participation until properly prepared.

2.1.3 Pre-event technical inspection or "safety inspection" is not deemed as a compliance inspection with these Technical Regulations.

2.2 Parc Fermé Procedures

2.2.1 The Technical Stewards shall have the right following any competition event to direct drivers exiting the track into Parc Fermé for technical inspection of these regulations.

2.2.2 No driver or mechanic shall be allowed to make any adjustments, modifications, or additions to the car while in Parc Fermé.

2.2.3 At the conclusion of qualifying sessions and races, Top 5 drivers must drive their cars directly to Parc Fermé without stopping for any other purpose. Cars must remain in Parc Fermé until officially released by Technical Staff.

2.2.4 The driver shall be allowed to have one (1) mechanic present with them while in Parc Fermé to assist with removal of body panels or parts for inspection by the Technical Stewards.

2.3 Inspection Rights

2.3.1 The Technical Stewards will have the right to inspect all parts of the car as deemed necessary, including:

- All bodywork
- Chassis components
- Engines and gearbox control systems
- Electronics & wiring

- Tires and wheels
- Data logger downloads
- Fire system, belts, and fuel cells (must be within certification dates)

2.3.2 RUSH Auto Works may impound any RAW race car, confiscate any recording or video device, or any other piece of team or dealer equipment for any reason, at any time.

2.3.3 Team representatives are prohibited from entering Parc Fermé unless instructed by a Technical Official. Team equipment, computers, and/or electronic equipment are prohibited in Parc Fermé unless otherwise instructed by a Technical Official.

3.0 MINIMUM WEIGHT

3.1 The RAW Race Series shall be conducted on a basis of minimum contested weight of the car and driver as exiting the track following any competition session.

3.2 The minimum weight specified below must be considered as the sum of the car weight and the driver weight (helmet and safety equipment included).

3.3 For the verification of minimum weight, the vehicle is considered with the prescribed amount of liquids in running order and with the fuel tank as delivered from the track.

3.4 Weight Requirements by Class

SR Class: Minimum contested weight with Nankang AR-1 tires: **1350 lbs**

- With Hoosier W3 wet tires (when authorized): **1325 lbs**

3.5 The Technical Stewards will have the right to weigh any competitor while in Parc Fermé. This may be done with the driver alone and the car alone for simple addition or as a combined measured weight. If measured separately, the driver shall be weighed with all safety gear which will not be present when weighing the car.

3.6 Competitor shall be responsible for ensuring that any discrepancy between their own scales and the Technical Stewards' scales are known BEFORE commencing the competition session.

3.7 Driver shall be afforded the opportunity to consume a 12 oz bottle of water after exiting the track and before scaling for hydration purposes. Any attempt to add weight to the driver by dousing with water shall be grounds for disqualification.

3.8 Ballast

3.8.1 To reach minimum weight, competitors are permitted to attach ballast to the chassis on the 1-1/2" flat bar rails in front and behind the driver's seat.

3.8.2 Any weight added shall be secured by a minimum of two (2) 8mm bolts with Ny-lock nuts. All bolts shall be at least SAE grade 5 or metric grade 8.8 or stronger.

3.8.3 Ballast must be clearly marked with the car number and must be positioned to maintain proper weight distribution.

3.8.4 Failing to meet the minimum contested weight shall be basis for disqualification from the competition session.

3.9 Setup

3.9.1 Cars in competition must not exceed the minimum or maximum setup tolerance as listed below:

- Maximum of -3.0° camber
- Minimum ride height of 17.25" in
*This is a measurement from the ground to the top of the front bar of the chassis where your chassis tag is located

4.0 BODYWORK & AERODYNAMIC DEVICES

4.0.1 Only bodywork and aerodynamic devices, body panels, wings, splitters, and diffusers as originally manufactured and purchased from RAW shall be permitted.

4.0.2 No bodywork component or aerodynamic device shall be substituted with any item not manufactured by RAW and in original configuration as supplied by RAW.

4.0.3 No part of the bodywork may be worked upon or modified beyond what is specifically permitted. All parts must comply in terms of size, look, and material to the original parts.

4.1 Permitted Bodywork Modifications

4.1.1 It shall be allowed to finish the RAW-supplied body panels by sanding, surface preparation, painting, or wrapping.

4.1.2 The three slots in the front fender upper surfaces may have the forward faces removed to allow air to escape the front wheel area.

4.2 Front Splitter

4.2.1 The front splitter angle may be adjusted using the front splitter stays.

4.2.2 Additional horizontal bracing on the splitter braces is permitted.

4.2.3 The optional RAW-manufactured high downforce front splitter and billet splitter mounts are permissible for all competition.

4.2.4 Splitter mounts must remain unmodified in their original mounting positions.

4.3 Rear Wing

4.3.1 The rear wing may be adjusted only using one of the six adjustment holes as provided on the RAW wing adjuster plates.

4.3.2 No modification to the wing element, end plates, or wing mounting brackets including their mount to the bodywork shall be permitted.

4.3.3 No other bodywork or aerodynamic device modifications shall be permitted.

5.0 CHASSIS AND FRAME

5.1 No chassis modifications shall be permitted under any circumstance. All members and components of the front crash box, welded chassis frame, and rear crash structure must remain in original configuration as supplied by RAW.

5.2 It is not permitted to carry out any strengthening work on the frame (welds, brackets, etc.) without the authorization of RUSH Auto Works Inc.

5.3 No modification to the floor, undertray, or rear diffuser is permitted.

6.1 Suspension Components

6.1.1 Only suspension, wheel hubs, brake discs and calipers, shocks, steering rack and column, pedal box, differential assembly, shock absorbers, springs, and anti-roll bars as originally manufactured and purchased from RAW shall be permitted.

6.1.2 No component mentioned in section 6.1.1 shall be substituted with any item not manufactured by RAW and in original configuration unless specifically permitted.

6.2 Wheel Bearings

6.2.1 Wheel bearings must remain stock. No modification of the bearing or seal is permitted.

6.2.2 Any wheel bearing deemed by the Technical Stewards to have been modified to reduce rolling friction shall result in disqualification from the competition session.

6.3 Permitted Adjustments

6.3.1 The front and rear toe alignment may be adjusted via the stock track rods.

6.3.2 The front and rear camber may be adjusted by addition or removal of 0.5mm, 1.0mm, and 2.0mm camber shims as supplied by RAW.

6.3.3 The front and rear anti-roll bars may be adjusted by position of the ARB anchor position on the ARB. The ARB may be disconnected.

6.3.4 The front and rear ride heights may be adjusted.

6.3.5 The corner weights may be adjusted through permitted means as contained herein.

6.4 Springs

6.4.1 Only springs as supplied by RAW are permitted and can be run in any configuration.

6.5 Shock Absorbers

6.5.1 The shock absorber must remain stock using only components supplied by RAW.

6.5.2 The length of the shock absorber may be adjusted using the body lock nut on the shaft.

6.5.3 The perch height for the spring may have its position adjusted.

6.5.4 The compression and rebound valve settings may be adjusted.

6.5.5 The shock absorber can use any viscosity shock oil.

6.5.6 The internal valve discs can be adjusted in quantity using RAW-supplied discs only.

6.5.7 The optional shock N2 chamber systems are permissible for all competition.

7.0 BRAKE SYSTEM

7.1 Only brake components as originally manufactured and purchased from RAW shall be permitted. This entails Brake Pads, Rotors, Calipers, ETC.

7.2 The use of OBP Master Cylinders is mandatory but can be sized from $\frac{3}{4}$ inch to 1 inch.

7.3 Brake fluid type is open but must meet minimum DOT 4 specification.

8.0 ENGINE

8.1 General Principles

8.1.1 Only engines as originally manufactured and purchased from RAW shall be permitted.

8.1.2 The RAW engine unit is sealed. Tampering with or removal of the engine seal by competitor or anyone other than RAW shall eliminate engine eligibility to the series.

8.1.3 To ensure engine integrity, seals are applied by RAW directly. Any necessary engine maintenance work/engine replacement is the direct responsibility of RUSH Auto Works Inc.

8.1.4 In agreement with Event Officials, the Series may pick an engine or other mechanical parts and send them to RUSH Auto Works for conformity checks.

8.2 Starters

8.2.1 Only RAW factory or Denso OEM starters are permitted inside the Rush Spec Series.

8.2.2 Participants in violation of this section will be disqualified until the violation has been replaced or fixed.

9.0 ENGINE CONTROL UNIT (ECU)

9.1 The engine ECU may at no time be tampered with or re-flashed other than by RAW.

9.2 ECUs shall be inspected for flash updates by Technical Stewards. ECUs which have been flashed shall be confiscated and the competitor disqualified from the event.

9.3 In agreement with Event Officials, the Series reserves the right to replace the ECUs (engine control units) at any time during the event.

10.0 ELECTRICAL SYSTEM

10.1 The electrical equipment must always conform to the original and no detail of the electrical system (cables, looms, connectors, etc.) can be changed or tampered with beyond specifically permitted modifications.

10.2 No unoriginal or unauthorized device can be connected to any electronic control system (i.e. the CANBus) of the car.

10.3 Permitted Electrical Modifications

10.3.1 It is permissible to add a clutch switch system to allow the car to be started while in gear with the clutch pedal depressed. It should require a minimum of two actions to start the car to ensure it cannot accidentally be started without the driver in place.

10.3.2 It is permitted to hardwire clocks, USB chargers for cameras and other accessories, to hardwire SmartyCams, GoPros, Garmin Catalyst or equivalent, rear-view cameras, and the Garmin Zumo R1 Radar System.

11.0 TRANSMISSION & DRIVELINE

11.1 Only transmission and driveline components as originally manufactured and/or purchased from RAW shall be permitted unless specifically addressed in section 11.2.

11.2 No transmission or driveline component shall be substituted with any item not manufactured or supplied by RAW and in original configuration.

11.3 In agreement with Event Officials, the Series reserves the right to pick the transmission unit and send it to RUSH Auto Works for conformity checks.

11.5 Gear Ratios

11.5.1 The front sprocket may be adjusted from 14-tooth to 15-tooth Sprockets.

11.5.2 The rear sprocket must remain a 44-tooth sprocket.

11.6 Differential

11.6.1 The differential may be adjusted to have 1, 3, or 5 clutch contact faces per side (20%, 60%, or 100%).

11.6.2 The differential may be used in the 1.5 or 2.0 differential ramp position.

12.0 WHEELS AND TIRES

12.1 Tire Specifications

SR Class:

- Dry: Nankang AR-1 185/60R13 Front and 205/60R13 Rear
- Wet: Hoosier 44421W3 Front and 44426W3 Rear (only when authorized)

12.2 Tire Usage Rules

12.2.1 The use of only ONE set of dry tires shall be permitted per race weekend.

12.2.2 This rule shall apply from the first qualifying session of an event weekend. Drivers may use new or scrub tires during practice.

12.2.3 Tires shall be marked following the first qualifying session of the event weekend and shall be used for all sessions of the event thereafter.

12.2.4 Tire pressures may be adjusted.

12.3 Tire Replacement

12.3.1 In the event that a driver damages a tire following the first qualifying session of an event, the Race Director or Series Director is permitted to inspect the damaged tire.

12.3.2 If deemed damaged, authorization may be granted for use of a replacement tire for the remaining sessions of the event.

12.3.3 A "Tire Replacement Request" form must be completed and submitted to all required officials for approval.

12.4 Wet Weather Tires

12.4.1 Wet weather tires may only be used after the Race Director or Series Director has declared a wet weather race.

12.4.2 All drivers must use the same tire type (slick or rain) in all races and qualifying sessions.

12.4.3 Should conditions change during a race or qualifying session, the Race Director will order cars into the pits and all competitors will be required to change to the appropriate tire.

12.4.4 Tire selection for practice sessions is open.

12.5 Tire Treatment

12.5.1 The use of tire warmers or any other means of artificially varying the temperature of a tire is prohibited.

12.5.2 No tire compound modifiers of any kind are allowed.

12.5.3 Cleaning the tires after track sessions is permitted.

12.5.4 Any chemical and/or thermal treatment of the tires is prohibited beyond normal cleaning.

13.0 FUEL

13.1 SR Class: Only 91 to 94 pump gas is permitted. E85, methanol, and octane boosters are prohibited.

13.2 The series reserves the right to spec fuels at events, such as track pump gas.

13.3 Fuel may be tested at any time during an event. RUSH Auto Works may arrange to take a fuel sample from a car and have the sample sent to an independent laboratory for testing.

13.4 Cooling of the fuel is prohibited in any form.

13.5 Fuel must be used exactly as supplied without additives or modifications beyond what is permitted in these regulations.

14.0 COCKPIT

14.1 No modification can be made to the pedal assembly beyond permitted adjustments to master cylinder sizing.

14.2 It is not permitted to use rails, brackets, and any kind of non-original material to change the seat position.

14.3 The use of alternative mirrors is permitted.

15.0 SAFETY EQUIPMENT

15.1 Mandatory Safety Equipment

The following safety equipment is compulsory:

- Homologated 6-point safety harnesses
- Fire extinguisher
- Arm Restraints
- Camber Plate Upgrade
- Case Saver
- Clutch Switch or equivalent as described in 10.3.1

Additional intentions for 2027:

- Mandated trident rollbar
- Mandated behind-seat fuel tank
- Mandated FIA 8860 or 8059 ABP helmet

15.2 All safety devices listed above must be original RAW specification.

15.3 The original number and position of fire extinguishers may not be changed.

15.4 Fire system, belts, and fuel cells shall be in proper certification date.

15.5 Driver Safety Equipment

15.5.1 Drivers must wear a Frontal Head Restraint (FHR) that meets recognized safety standards. FIA 8860 is required at a minimum. FIA 8860 ABP or 8059 ABP is recommended.

15.5.2 Drivers must wear full-coverage helmets of recognized high quality which include a face shield and meet current safety standards.

15.5.3 Drivers must wear fire-resistant racing suits, gloves, underwear, balaclava, socks, and shoes that meet recognized safety standards.

15.5.4 All driver safety equipment is subject to inspection by officials at safety checks, scrutineering, and/or technical inspection prior to first use in the season. Officials may re-inspect any equipment at any time.

15.5.5 Driver safety equipment that does not meet standards or is deemed to be in unacceptable condition will not be permitted for use.

16.0 DATA ACQUISITION AND TELEMETRY

16.1 Only Aim MXM, MXL, or MXS data systems are permitted.

16.2 It is permitted to add data sensor packs only sold by RAW Aftersales.

16.3 Telemetry systems different from the original or which provide redundant data to the original system are not permitted.

16.4 All data (telemetry, video logger) must be always available to the RUSH technical staff and to the Race Direction.

16.5 The Series Technical Stewards reserve the right to download and disseminate Aim data from any competitor at will.

16.6 It is not permitted to reset the data acquisition system at the end of official practice, qualifying sessions, or races.

17.0 VIDEO RECORDING EQUIPMENT

17.0.1 Camera systems are mandatory.

17.0.2 Camera systems providing telemetry to the driver's crew are prohibited. Livestreaming without telemetry is permitted.

17.0.3 The installation of any video camera inside the cockpit is done under the direct responsibility of the team.

17.0.4 Video cameras are prohibited if mounted outside the vehicle unless specifically authorized by RUSH Auto Works.

17.0.5 Any connected device that needs to log car data must be connected to the car only through approved connectors.

17.1 Garmin Catalyst

17.1.1 It is permitted to utilize a Garmin Catalyst Driving Performance Optimizer in addition to the AiM Data Logger.

18.0 RADIO COMMUNICATION

18.1 It is permissible to add a 2-way radio for vocal communication between the driver and their crew.

18.2 Use of cellular devices solely for the purpose of driver-to-crew audio communication is permitted, but all components must be securely attached to the vehicle.

18.3 The use of loose devices such as a cell phone in a driver's pocket is prohibited.

18.4 Radio communication equipment providing performance data or telemetry beyond voice communication is prohibited.

19.0 MISCELLANEOUS PERMITTED ADDITIONS

19.1 It is permissible to add a chain guard to protect the engine bay from lubricant splatter.

19.2 The optional RAW-manufactured wind deflector is permissible for all competition.

20.0 TRANSPONDERS

20.1 The use of an AMS Transponder is mandatory during all timed RUSH Series events.

20.2 The transponder must be located in the position specified by RUSH Auto Works technical documentation (see technical bulletin for location diagram).

20.3 The transponder must be powered and functional at all times the car is on the racetrack or in the pit lane.

20.4 It is the responsibility of each team to provide the transponder for each car they enter in the event.



21.0 ADVERTISING AND LIVERY

21.2 Team Advertising

21.2.1 Teams may display their sponsors' logos in areas not reserved for series sponsors, provided they:

- Do not conflict with series sponsors
- Do not harm the image or reputation of RUSH Auto Works
- Have been submitted for prior approval if required by the series

22.0 REPLACEMENT PROCEDURES

22.1 Spare ("X") Cars

22.1.1 Each driver will be permitted to bring additional spare cars to each event, subject to these requirements.

22.1.2 The spare car will be prepared in full accordance with RAW Race Series Regulations and will be identified by the driver's assigned number plus the letter "X" in the same size and style (e.g., "000X").

22.1.3 It is the responsibility of each driver to have RUSH Auto Works technical staff record the spare car's chassis number and complete a full technical inspection prior to the event.

22.1.4 The driver may replace their primary race car with the spare car if they have an accident or other issue which does not allow the primary race car to continue at the event. The determination as to whether the car can be repaired at the event will be the decision of the Series Officials and cannot be appealed.

22.2 Car Replacement Procedure

22.2.1 When deciding to switch to a spare car, the "Vehicle Replacement Request" form must be completed and submitted to all recipients listed in the form.

22.2.2 The form must be approved by Series Officials before the car is approved to go on track.

22.2.3 The form is required starting from all official practice through all qualifying and race days.

24.0 CONDUCT AND BEHAVIOR

24.1 Alcohol Policy

24.1.1 The consumption of alcoholic beverages is absolutely prohibited during all RUSH events.

24.1.2 After the event is declared finished for the day, local laws and track rules will apply for the use of alcoholic beverages.

24.2 Social Media Policy

24.2.1 Any issues that may arise regarding RUSH Spec Series rules and regulations, decisions by officials, policies, results, points standings, or situations between competitors or crew are to be handled privately and directly between the parties involved and RUSH Auto Works Inc.

24.2.2 Attacking RUSH Auto Works or other parties via social media sites (including but not limited to Facebook, Twitter, or Instagram) is unacceptable and may result in disciplinary action if the Series Promoter determines that the communication is derogatory, libelous, or not in the best interest of the RUSH Spec Series.

24.2.3 Resulting penalties for such infractions include but are not limited to:

- Disqualification from an event
- Ejection from an event
- Possible exclusion from all future RUSH Spec events until further notice

24.3 Professional Conduct

24.3.1 All participants are expected to maintain a respectful and courteous attitude toward officials, fellow competitors, and series personnel at all times.

24.3.2 Participants must be appropriately attired in clean uniforms and safe attire at all times in order to present the best possible appearance.

25.0 PROTESTS AND APPEALS

25.1 Protests against the actions of another driver or against another competing vehicle must be filed in accordance with the organizing entity's regulations. Protests will be filled to the Race Director after each official session with a **fee of \$250** per protest. This fee is Non-refundable whether action is taken or not.

25.2 Drivers, team managers, or other team personnel are strictly forbidden from appearing in Race Control while race sessions of any group are still in progress and overall without Official permission.

25.3 It is expected that drivers and team managers will maintain a respectful and polite attitude toward officials and their fellow drivers at all times.

26.0 UNFORESEEN SITUATIONS

Any unforeseen situation during a race that is not covered by the RAW Race Series Technical Regulations will be handled in accordance with the organizing entity's regulations and at the discretion of Series Officials.

27.0 FINAL PROVISIONS

27.1 RUSH Auto Works reserves the right to modify at any time the clauses and articles of these regulations if deemed necessary for the success and safety of the RAW Race Series.

27.2 Technical bulletins that temporarily or permanently modify these Technical Regulations, issued by RUSH Auto Works before an event and approved by officials, become an integral part of the regulations themselves.

27.3 The competitor is responsible for ensuring that both the car and the spares fitted to it are compliant and must ensure they are in order before each race.

27.4 When entering the Championship or an individual race, drivers/competitors are responsible for ensuring they complete any required technical scrutineering documentation.

CLOSING STATEMENT

The success of the SR series, our investment in developing the car, and our company with all its employees will depend on having a fair and competitive spec series with a rule book that is followed.

It is impossible to write a rule that covers every angle that a person may choose to find a loophole to circumvent the nature or intent of our rule book. Know that if that is your intent, you are jeopardizing our very future and you will not be welcomed in our series.

We will catch violations. You will force us to spend time and money adding new rules you will be disqualified, and blatant repeat infractions will result in your being asked not to enter future events. Let's keep this honest, the RUSH SR is a great platform for you to develop your skills, put in the seat time and earn your position on the podium!

Respectfully,

Blair Hosie

Founder of RUSH Auto Works Inc.

TIRE REPLACEMENT PROCEDURE

Moving forward for the rest of the season the following form will need to be compiled in order to request the use of replacement tire/s. The form will need to be emailed to the following people:

The following form is mandatory. Failure to complete the form below will prevent the aforementioned vehicle from being approved for use.

Thank you for your cooperation.

Date: Time: Circuit:

I, the undersigned Competitor / Driver:

Last Name/ Name: Car #:

Dealership:

..... Is

requesting the use of replacement tire/s QTY:

for VIN:

Tire to be replaced: Front Left Front Right Rear Left Rear Right

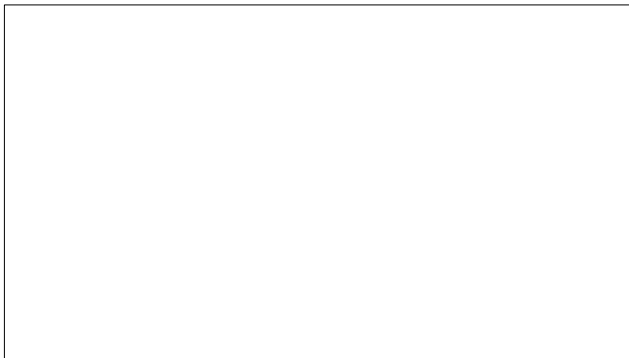
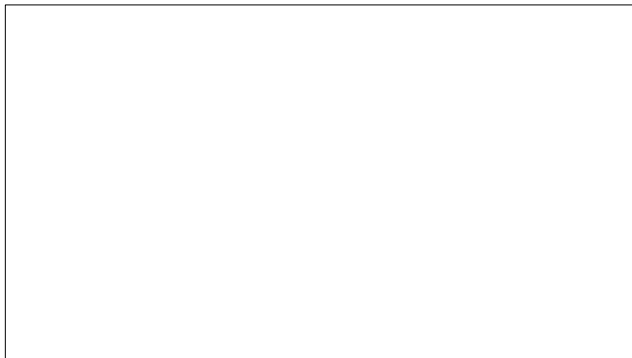
Tire Type: From Session: R1 R2 R3 R4

Reason for the replacement:

.....

.....

Picture of the technical issue:

Signature:

CAR REPLACEMENT PROCEDURE

Moving forward for the rest of the season the following form will need to be compiled in order to request the use of a replacement car (X-car). The form will need to be emailed to the following people:

The following form is mandatory. Failure to complete the form below will prevent the aforementioned vehicle from being approved for use.

Thank you for your cooperation.

Date: Time: Circuit:

I, the undersigned Competitor / Driver:

Last Name/ Name: Car #:

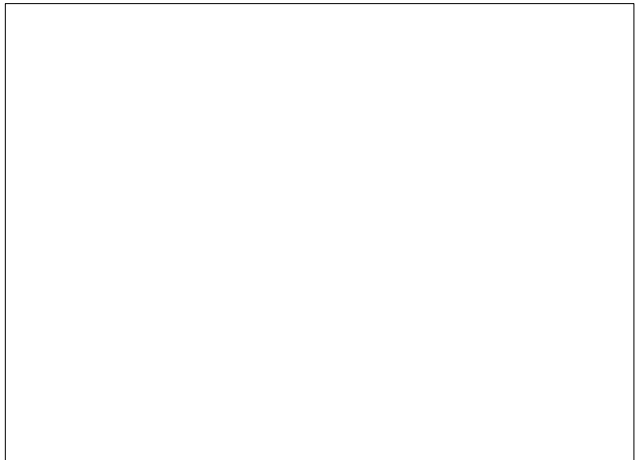
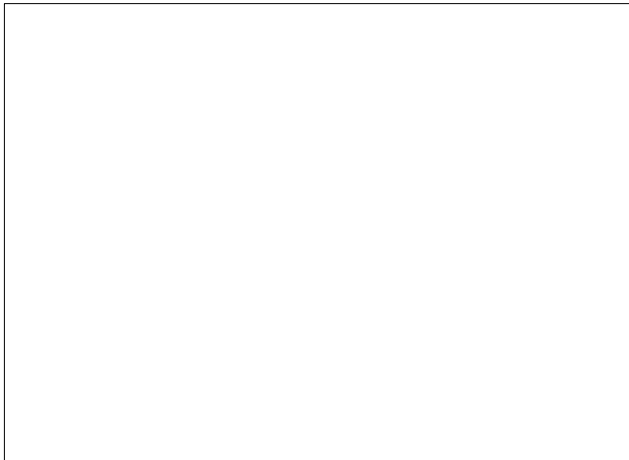
Dealership:

Is requesting to replace VIN(Vehicle has been damaged beyond repair)

With the use of a "X car" VIN:

Starting from: R1 R2 R3 R4

Pictures of the damaged car:



Signature:

Technical regulation changes from 2025

Weight Changes:

- SR minimum weight increased from 1325 lbs to 1350 lbs (with dry tires)
- SR wet tire minimum increased from 1305 lbs to 1325 lbs

New Setup Restrictions:

- Maximum camber limit added: -2.6°
- Minimum ride height added: 17.25 inches

Fuel Specification Changes:

- 2025 allowed 91-93 octane, plus Sunoco 94 and 95 Optima
- 2026 allows only 91-94 pump gas (Sunoco premium fuels removed)

Gear Ratio Changes:

- 2025 allowed 14, 15, or 16 tooth front sprockets
- 2026 allows only 14 or 15 tooth front sprockets (16 tooth eliminated)

Spring Changes:

- 2025 specified 700lb (Red) or 800lb (Blue) springs in any combination
- 2026 just says "only springs as supplied by RAW" with no color/rate specifications

Data Sensor Changes:

- 2025 allowed adding specific sensors (steering angle, fuel pressure, coolant pressure, oil temp)
- 2026 allows only "data sensor packs sold by RAW After Sales"

New Procedural Requirements:

- Annual inspection before competition required
- Top 5 finishers must report directly to Parc Fermé
- Formal tire replacement request form required
- Vehicle replacement request form required for spare cars
- Non-refundable protest fee of \$250 added

Safety Equipment Additions:

- Arm restraints now mandatory
- Camber plate upgrade mandatory
- Case saver mandatory
- Clutch switch mandatory
- Future 2027 mandates announced: trident, behind-seat tank, ABP helmet

Documentation & Compliance:

- Pre-reporting of non-RAW parts now required
- More detailed scrutineering procedures
- Enhanced inspection rights for officials
- Stricter language about part conformity