



Significant Touring Rule Changes for the 2018 Season

To give competitors sufficient time to plan their 2018 builds, the Chief Steward in conjunction with the COMSCC Rules Committee have summarized some of the high-impact changes to the 2018 Touring Rules. This document contains a select subset of the 2018 rule changes, including context and rationale; the entire set of rule changes can be found in the [2018 COMSCC Event & Time Trial Rule Book](#).

Change: Tire point update

• 2017 Rule:

Tire Type	Points
Non-DOT Slicks	13
Hoosier H20, BFG R1-S	10
Hoosier A7	9
Hoosier R7	8
Hoosier R6, SM6, SM7, BFG R1	7
Kumho V710	6
Hankook Z221 Hard TD	5
Toyo RR	4
Nitto NT01/RA1/R888R/Maxxis	2
Pilot Sport Cup 2	0
Treadwear 121-200	-2
Treadwear 201-280	-4
Treadwear >281	-6

• 2018 Rule:

Tire Type	Points
Non-DOT Slicks	15
Hoosier H20, BFG R1-S	10
Hoosier A7	10
Hoosier R7, BFG R1	6
Hoosier R6, SM6, SM7, BFG R1	5
Kumho V710	2.5
Hankook Z221 Hard TD	1
Toyo RR	0
Nitto NT01/RA1/R888R/Maxxis	-2.5
Pilot Sport Cup 2, Rival S, RE71R	-3.5
Treadwear 121-200	-5
Treadwear 201-280	-7
Treadwear >281	-10

• Justification:

The updated points are based on 5 years of lap record information and experience.

First, the Rules Committee tried to determine what a point is worth based on available lap record information. 10 points = ~2 seconds per lap.

Then we consulted with competitors on their lap time information with various tires. The tires were then broken into categories based on lap time potential.

Once broken down into categories points were allocated.

The 20 point spread from a street tire to a Hoosier A7 theoretically means a competitor should gain ~4 seconds a lap at NHMS when changing from a street tire to a high performance DOT-slick. This aligned with many competitor's experience.

Change: Engine Modifications Requiring Dyno

• 2017 Rule:

4 Points: Non-Factory Trim/modified supercharger or turbocharger, factory location– note, does not include points for related modifications listed in this section
8 Points: Non-Factory Trim/modified supercharger or turbocharger, non-factory location or added supercharger or turbocharger– note, does not include points for related modifications listed in this section
2 Points: Non-Factory Trim/modified camshafts, rocker arms, pushrods, or cam gears that adjust cam timing or lift 1-4 cyl
3 Points: Non-Factory Trim/modified camshafts, rocker arms, pushrods, or cam gears that adjust cam timing or lift 5-6 cyl
4 Points: Non-Factory Trim/modified camshafts, rocker arms, pushrods, or cam gears that adjust cam timing or lift 7-12 cyl
2 Points: Ported/polished Factory Trim cylinder heads (does not include modifying size of valves)
4 Points: Non-Factory Trim cylinder heads
1 Points: Non-Factory Trim/modified engine intake/exhaust valves (does not include modifying cylinder heads)
2 Points: Increased displacement by 1-5%
1 Points: Increase compression ratio by .50 - 1.0
2 Points: Increase compression ratio by 1 - 1.50
3 Points: Increase compression ratio by 1.50 – 2
4 Points: Increase compression ratio by 2 - 2.50
5 Points: Increase compression ratio by 2.50+
4 Points: Increased displacement by 6-10%
8 Points: Increased displacement by 11-20% from factory trim, +4 for each additional 10% increase
0 Points: Increase compression ratio by .50 or less
1 Points: Street Port, rotary engines
2 Points: Bridge Port, rotary engines
4 Points: Peripheral Port, rotary engines
0 Points: Non-Factory Trim/modified Pistons, Rods
0 Points: Engine re-build, including head shave, balancing, and blueprinting

• 2018 Rule:

Dyno required: Non-Factory Trim/modified supercharger or turbocharger, factory location
Dyno required: Non-Factory Trim/modified supercharger or turbocharger, non-factory location or added supercharger or turbocharger
Dyno required: Non-Factory Trim/modified camshafts, rocker arms, pushrods, or cam gears that adjust cam timing or lift
Dyno required: Ported/polished Factory Trim cylinder heads
Dyno required: Non-Factory Trim cylinder heads
Dyno required: Non-Factory Trim/modified engine intake/exhaust valves
Dyno required: Increased displacement by more than 1%
0 Points: Increased compression ratio by .50 or less
Dyno required: Increased compression ratio greater than .50
Dyno required: Street Port, rotary engines
Dyno required: Bridge Port, rotary engines
Dyno required: Peripheral Port, rotary engines
Dyno required: Non-Factory Trim/modified Pistons, Rods
Dyno required: Head shave, balancing, and blueprinting of engine
0 Points: Factory specification engine rebuild and head shave

• Justification:

In the past, engine modifications were assessed with points across all vehicle platforms. There is a wide variety of platforms competing within the COMSCC Touring class system and not all cars respond to modifications equally.

Additionally when many of the previous “0 point engine modifications” were applied, the performance gain was worth significantly more than zero points, with those cars seeing significant performance advantages compared to cars with comparable total Touring points.

Requiring a dyno for these engine modifications is a far more accurate way to determine a car’s ultimate performance potential.

Change: Standardized Dyno

• 2017 Rule:

In lieu of adding points from the assessments listed below, prior to the close of event registration the competitor can opt to provide to the Stewards with a peak horsepower and torque figures, indicating wheel or flywheel horsepower. The Steward will then use the following process to assign a total number of engine Modification Assessment points to the competitor using the following process:

a. If necessary, estimate crank power by converting all wheel power figures (horsepower and torque) to crank power figures, using the following drivetrain type and dyno type conversion table:

Dynojet 13% loss (2wd), 16% loss (AWD)
Dynapack 13% loss (2wd), 16% loss (AWD),
Mustang Dyno 22% loss (2wd), 22% loss (AWD)
Dyno Dynamics 22% loss (2wd), 22% loss (AWD)
Dyno Dynamics (shootout mode only)
0% loss, no conversion required

• 2018 Rule:

In lieu of adding points from the assessments listed below, prior to the close of event registration the competitor can opt to provide the Stewards with peak SAE corrected horsepower and torque figures from a **Dynojet chassis dynamometer**, indicating wheel horsepower. The Steward will then use the following process to assign a total number of engine Modification Assessment points to the competitor using the following process:

a. Estimate crank power by converting all wheel power figures (horsepower and torque) to crank power figures, using the following drivetrain type and dyno type conversion table:

13% loss (2wd)
16% loss (AWD)

• Justification:

In addition to requiring a dyno for certain engine mods, eliminating the level of variability of a wide variety of dyno brands improves the accuracy of our power assessments, and creates a more level playing field for competitors with significant engine work within the Touring classes. Dynojet dynamometers are available throughout New England, including 2WD and AWD models.

There is precedent from other national clubs to standardize on the Dynojet, and the Rules Committee and BOD agree that the approach to standardize on Dynojet makes sense.