T-6 Racing Association, Inc.
Technical Specifications

2026 - 2027

May 6, 2026 v.10 Current Version
June 14, 2025 v.9 Prior Version

NOTE: All 2026 - 2027 changes to the T-6 Racing Association, Inc. Technical Specifications are listed in BOLD RED font.

T-6 Racing Association, Inc.
Technical Specifications

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T-6 Racing Association, Inc.

Technical Specifications

May 6, 2026 v.10

These Technical Specifications are hereby approved by the T-6 Racing Association, Inc., Board of Directors as the only source document for Technical Specifications to be used at the **National Championship Air Races at Roswell (NCAR-R)** and other air races sanctioned by the T-6 Racing Association, Inc., in conjunction with the most current Policies and Procedures.

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T-6 Racing Association, Inc.
Technical Specifications

ORIGINAL: June 15, 2013

Log of Revisions

Revision	Date	Revised Pages
Original	March 20, 2011	Original
Revision 1	February 28, 2013	Unknown
Revision 2	June 29, 2015	1 - 4, 12, 16
Revision 3	August 12, 2015	1, 3, 4, 7, 11, 15, 16, 20
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Revision 5	April 25, 2018	7, 20
Revision 6	March 1, 2021	3, 20
Revision 7	March 1, 2023	1 - 4, 18, 21
Revision 8	October 29, 2024	1 – 4, 23, 25
Revision 9	June 14, 2025	1 - 4, 9
Revision 10	**May 6, 2026**	**1 – 4, 10**

The philosophy of the T-6 Racing Association, Inc. is to maintain the T-6 as a stock class.

Technical Specification General Notes

This set of specifications is intended for use by T-6 Racing Association members in preparation of their aircraft for racing competition. These specifications seek to establish fair competition in T-6 racing and are subject to revision and interpretation by the Board of Directors. It is the intent of the Board of Directors to solicit input from the Class after the completion of each annual race to facilitate any changes or recommendations that are appropriate to improve the safety and the quality of racing. Any changes to the *Technical Specifications* of a race aircraft or the *T-6 Policies and Procedures* shall be approved by simple majority of the eligible voting T-6 Racing Association members that responds within days of receipt of said proposals. It is the intent of the Board that these rules are not to be changed during race week to avoid compromising safety or allowing personal interest to prevail over the Class.

The emphasis of these specifications is to preserve the stock condition and safety of the aircraft. Each pilot/owner is responsible for the airworthiness of his/her own aircraft including compliance with applicable Federal Aviation Regulations. All identification tags must be legible and permanently attached to all accessories.

The T-6 Racing Association, Inc. does not make determination of airworthiness, but does make determination as to compliance with the following specifications to ensure fair racing. These rules are established in conjunction with the Reno Air Racing Association's (RARA) Rules of Competition and are approved by the current RARA Rules Committee. Therefore, any conflict between these rules and the RARA Rules of Competition will be presented by the President and all available Board of Directors of the T-6 Racing Association to the RARA Contest Committee for resolution. All rulings by the RARA Contest Committee and the Board of Directors of the T-6 Racing Association are final and are not subject to dispute.

After completion of TIC (Technical Inspection Committee) inspection of conformity and signoff by the Chief TIC Inspector or his designated TIC Inspector any and all changes, modification, alteration and repairs to the airframe, engine or propeller (this includes changes, accessory changes such as carburetor, magnetos, governors and or pumps) will require notification of the TIC and acknowledgment of the change before the aircraft may return to race status and/or use on the race course. This revision supersedes all previous specifications, memos, or understandings and will be in effect until revised in writing by the T-6 Racing Association, Inc., Board of Directors.

Aircraft Eligibility

Technical Inspection

The Board of Directors will establish a T-6 TIC each year. This committee will consist of the Chief Technical Inspector and any others designated by the Board of Directors. The TIC reports to the Class President and in conjunction with the Board of Directors will have final authority as to the eligibility of any aircraft for qualification or competition. The TIC will be available at the race site and be prepared to inspect aircraft five days prior to the racing event.

The interpretation of these Technical Specifications and any issues that are not addressed in these Technical Specifications are subject to the Board of Directors final determination.

No owner and/or pilot will attempt to enter an approved racecourse until the TIC has approved the aircraft. The TIC will present in writing a list of all approved aircraft to RARA or other appropriate race event coordinator, and the T-6 Racing Association, Inc., Board of Directors. Only aircraft on that list will be allowed to enter an approved racecourse.

Each aircraft owner, or their designated representative, will present the following items at registration sign-in with RARA and will be made available to the TIC:

1. A valid airworthiness certificate, allowing for the intended operation (14 CFR 21.191).

2. A current registration certificate (14 CFR 21).

3. Statement of Airworthiness as required by FAA Flight Standards Handbook Bulletin for Airworthiness (HBAW) 00-17 of FAA Order 8300.10, Appendix 3 or a current annual/100 Hour/Progressive inspection statement/conditional inspection. A copy of this statement is acceptable if certificated by the inspecting Inspection Authorization (IA) showing Registration Number, TTAF, TTE, and date of inspection.

4. Experimental decal, if appropriate (14 CFR 45.23(b)).

5. FAA Form 337 for any major alterations to standard certificated aircraft or experimental aircraft that were previously certificated as Standard (14 CFR 43.1).

6. Appropriate operating limitations, if applicable.

7. Commercial Pilot certificate (Private Pilot, only as consistent with T-6 Policies and Procedures).

8. Current Medical Certificate (Class I or Class II, unless authorized in #7 above) within six months of the event.

9. A Pilot who does not have a minimum of the two preceding years prior race experience must provide a current FAST card for both racing and Pylon Racing Seminar (PRS).

10. Other documents as required by RARA

Classic Class Eligibility

1. No aircraft that has previously qualified to race in the silver class, excluding a bronze class winner that chooses to "bump up" to the silver class race, shall be eligible to race in the classic class unless the pilot/owner can prove, to the satisfaction of the Tech committee, that all racing mods to the airframe, engine, propeller, and all accessories conform to stock configuration per the classic class rules.

2. Any classic class aircraft that posts a qualifying speed that exceeds 205 mph shall be considered ineligible to race in the classic class. A +2.5% variance in qualifying speed may be considered by the board to account for variances in weather conditions. Under no circumstances shall a classic class racer qualifying speed exceed 210 mph.

General Technical Specifications:

1. Any model T-6, SNJ, BC-1, AT-6, or Harvard (excluding prototype designs) in current license is eligible if it conforms to the T-6 Racing Association, Inc. approved Technical Specifications and modifications as set forth herein. Stock means that the parts, engine, configuration, etc., must have been stock on some type of the models. (This means no helicopter or tank engine parts. Example -- steel push rods, magnesium blower case, high voltage magnetos, high compression pistons are not allowed.) The applicable parts manual will be used to determine if parts or assembles are stock. Aircraft licensed Experimental must conform to Standard Category specifications and be able to meet the T-6 Class Technical Specifications. The applicable Type Data Certificate (TDC) and the appropriate Illustrated Parts Catalog (IPC) will be used to determine if parts or assemblies are standard on the particular model of T-6 aircraft. FAA PMA parts are authorized unless as otherwise noted herein.

2. Seat belt and shoulder harness must be in the front seat. Seat belts must be metal to metal, quick release type.

3. Two-way VHF transceiver of current technology is required. An operable intercom system must be installed for any dual flight required for racing certification. The front microphone switch must be on either the throttle or stick.

4. Race numbers are issued based upon availability by the Secretary of the T-6 Racing Association, Inc. Race numbers must meet RARA requirements for race number identification. Within the T-6 Class the numbers must be on both sides of the fuselage with a 2.5" wide stroke in a readable block style and in contrasting colors. The numbers must be no less than 30" high. Numbers may also be on wings (but are not required) in accordance with RARA Official Rules of Operations and Competition.

5. After completion of the technical inspection of an aircraft, all approved race aircraft will remain in the T-6 race pits unless approved by the TIC. Any use of hangars or other class pits are specifically prohibited without the approval of the technical inspector. Any modifications, component change, or alteration to the aircraft made after said inspection requires that a technical inspector be notified and approve said modification prior to reentering the racecourse.

6. A checklist to open up the necessary inspection panels will be furnished at race site prior to the beginning of inspections.

7. Taping of various areas completed in a professional and safe manner is permitted. No taping of the flap section is permitted and no taping of ailerons, elevators and rudder.

8. Fuel samples may be taken at any time by the TIC to confirm compliance that permitted fuel is or has been used, samples will be tested for tampering/additives and are specifically disallowed from racing contained elsewhere herein

9. Any T-6 Class Board Director or Officer must abstain and remove himself/herself in the event a protest or technical issue involves his or her aircraft or race team.

10. The blower wheel will be inspected by the TIC using all reasonable means to confirm that the configuration and dimensions of the blower wheel is Pratt part number 12788.

11. Internal sealing of the airframe is permitted. Example: lightening holes in flap wells and landing gear wells.

12. Exterior openings on the airframe may be sealed if accomplished in a professional manner, except where specifically disallowed herein.

13. Aircraft must weigh a minimum of 4000 pounds including pilot and 50 US gallons of fuel. Weighing of aircraft will be at the discretion of the TIC or the Board of Directors.

14. All lights may be removed and flushed.

15. The engine shall be run on 100 low lead Avgas. No additives or injection permitted. All fuel must be dispensed from a common source at the race site.

16. Each aircraft will have a minimum fuel of 70 US gallons for all flight operations.

Pilot Requirements

The Board of Directors will establish a Pilot Qualification Committee (PQC) each year consisting of the President of the T-6 Racing Association and the lead PRS instructor pilot. No pilot will attempt to enter an approved racecourse until certified by the current PQC. The PQC will present, in writing, a list of all approved pilots to the FAA Representative at the race site.

Each pilot, prior to qualification or competition, must meet the following requirements:

1. All pilots and/or owners must be members of the T-6 Racing Association in good standing for the current year. Members in good standing are those members whose dues are paid timely each year prior to qualification. Dues will be presented to the T-6 Racing Association Secretary in cash or personal check.

2. All pilots must possess at least a Commercial Pilot Certificate (Private Pilot, only as consistent with T-6 Policies and Procedures).

3. All pilots must have logged a minimum of 500 hours Pilot-in-Command (PIC) time in a single-engine land airplane and have logged a minimum of 40 hours in an SNJ, T-6, or Harvard, within the last 24 months prior to any racing event.

4. With emphasis on safety and proficiency, all pilots must satisfactorily demonstrate to the PQC their ability to perform the following, but not limited to:

    a. Formation flying skills: re-joins, wing-tip, line-abreast, and breakout.

    b. Certain aerobatic maneuvers --a roll in each direction without appreciable altitude loss and a left and right roll to inverted immediately followed by a recovery in the opposite direction without appreciable altitude loss.

    c. At least five consecutive satisfactory laps around the racecourse. The emphasis will be placed on --flying the designated T-6 racecourse, no low flying, avoiding pylon cuts, remaining inside the race course boundaries, and on the final lap abort the race course from race altitude demonstrating a successful simulated power-off landing on a designated runway.

    d. Successfully complete the RARA Pylon Racing Seminar within the last two years or have previously raced at **Roswell** within the last three years.

    e. Completion of either a written or oral examination of the safety race rules -including but not limited to where and how to enter/exit the racecourse, safe passing techniques, proper radio terminology, emergency procedures, sportsmanship, and familiarity with all RARA Race Rules.

    f. Have a FAST card unless the pilot has raced in the T-6 Class for a minimum of two previous years.

The Pilot Qualification Team will accept or reject the applicant pilots. The team's decision will be final.

Safety Requirements

The Board of Directors, in cooperation with the RARA Contest Committee, may cancel or postpone any race. This decision will take into consideration the apparent safety of spectators or other racers, the number of eligible racers for an event, or other safety concerns of scheduled aircraft or pilots.

1. All pilots will wear flame retardant flight suits and flight gloves when on the racecourse.

2. All pilots must use a parachute with a current repack sign-off.

3. Helmets at pilot's discretion.

4. All aircraft will be maintained in accordance with their respective airworthiness certification.

5. The T-6 Racing Association is not responsible for inspecting an aircraft for compliance with any Federal Aviation Regulation.

The following Technical Specifications reference the figure below and identified component section (i.e. Figure "A" – Tail Section)

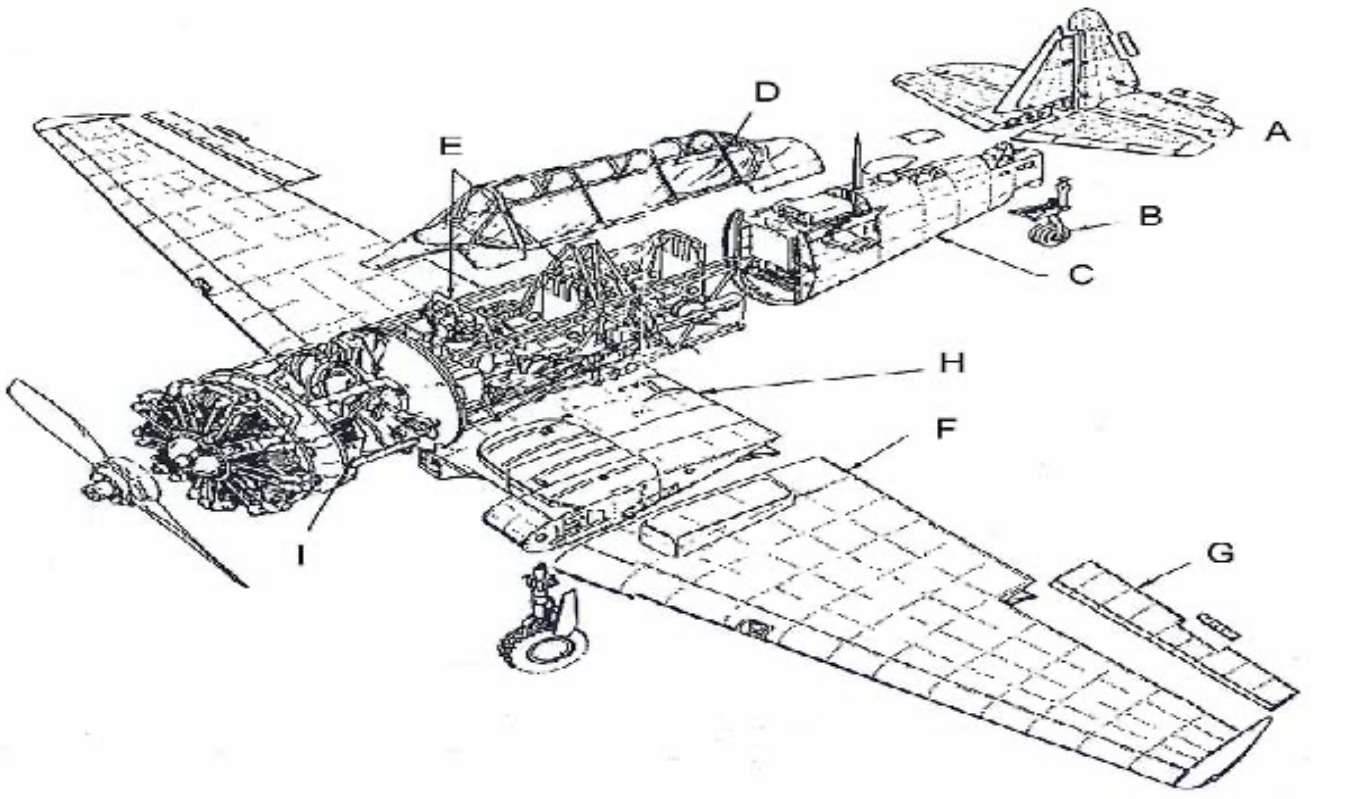

FIGURE "A" – Tail Section

1. Rudder height must be 79".
2. Horizontal stabilizer is 12.9' wide, with incidence of 1 degree.
3. The vertical stabilizer offset shall remain stock. This offset is 1° 45' (1 - ¾ °) left.
4. Front and top skin laps shall not be filled on vertical fin.
5. Rudder and elevator hinges may be faired in, except top rudder hinge.
6. Flush screws may be used on jackscrew inspection plates.
7. Rudder and elevator shall be stock size on all aircraft.
8. Fabric covered control surfaces (rudder and elevators) may be 'double-covered' ('double-wrapped') in a manner consistent with currently accepted practices whereby the second layer of fabric is used as a replacement for all of the individual tapes that would otherwise be required. FAA Form 337 will be required if this method is used on a certified aircraft.

FIGURE "B" – Tail Wheel Area

1. Tail fork may be 10" or 12.5" in size and the tire must be a minimum of 8.5" in diameter.
2. Tail strut must be a stock Glidon or Bendix.
3. Tail wheel strut shall extend fully while in flight.
4. Gap sealing of tail wheel strut is allowed.

FIGURE "C" - Fuselage

1. Baggage door shall be an original stock size and dimensions. The top attach hinge may be flush screwed.
2. Basic fuselage part number 88-31001. Camera doors may be skinned over. All external antennas, lights, and static discharge wires may be removed and flushed.
3. Top inspection plate may have flush Dzus fasteners and radio racks may be removed.
4. All inspection plates may have flush screws.
5. Nothing shall be changed on rudder cable inspection doors.
6. Fuselage lift tube may be flushed.
7. Interior deck inside rear canopy (turtle deck) shall not be removed.
8. Any ballast used will be professionally and mechanically secured.
9. Tubular dimensions must remain stock and be firewall to tail cone of 107-¾" (± 1/8")
10. Measurement at fuselage tubular to wing center section mounting points, following the near vertical tubular to the top of the upper most longeron, disallowing weld filler, forward = 34 - ½" (± 1/8"); aft = 36 - ¼ " (± 1/8")

Figure "D" – Canopy

1. A one–piece Plexiglas windshield may be flush fit and must be a minimum of ¼" thickness throughout.

2. The canopy may be one-piece Plexiglas, clear or tinted. This may be flush-routed and any or all-metal framing may be removed except for the leading and aft canopy edges.

3. SNJ-6 or AT-6F rear bubbles may be flush routed.

4. The front and rear canopy may be gap sealed but must remain movable the full length of the track. Temporary taping of the rear canopy is permitted at pilot's discretion. Objects that might obstruct the pilot's view are not allowed.

5. Canopy dimensions to be stock in size and circumference.

Figure "E" - Cockpit

1. Fuel wobble pump assembly may be removed, all or part.

2. Front shoulder harness bar may be removed; however, shoulder harnesses are required.

3. To prevent inadvertent release, a pin or bolt must be installed on one of the front cockpit seat rails. Clamping devices are not acceptable.

4. The rear seat may be removed for racing. Pilot is responsible for a revised weight and balance.

5. Map cases, APU receptacle system, non-essential electrical components, hot and cold air ducts, camera mounts, and fire extinguisher may be removed from cockpit.

6. Rear instrument panel may be cut down to 5 instruments, 3-1/8", none alike. All five instruments must be attached to the appropriate source and be fully functional. Electric instruments are allowed. Each race aircraft will have in the front cockpit a minimum of the instruments required under (14 CFR 91.205) for day VFR flight.

7. Cockpit entry steps shall be installed and be original dimensions except width may be reduced as long as sufficient to support normal use

8. The fire extinguisher door may be flushed, or entire area re-skinned.

9. Rear turtle deck may be either "F" model or gunners hood.

10. Roll bar must be installed.

11. Right and left foot floor trays in the rear cockpit only may be removed from the aircraft.

12. Handgrip may be removed and flushed.

13. Cameras should be mounted only on the inside of the aircraft or be FAA approved with approved date showing compliance. Cameras should be clamped using metal clamping device; for example - hose clamps or some sort of metal mounting device. Tie wires and tape are not considered to be metal clamping devices. Suction cup mounts will be required to have a lanyard that is securely attached to the aircraft as a backup device. The lanyard can be safety wired with a parachute cord or a boot lace. The backup device must be capable of supporting the weight of the camera in the event the camera comes loose from its mounting and must be sufficient length to keep the camera from entering or becoming lodged in any and all controls should suction cup become detached.

14. Helmet mounted cameras need to be secured by Velcro or by other professional means.

Figure "F" - Wings

1. Outer wing panel, right and left, are part number 88-14200-93/92. Harvard wings are permitted. No modifications are permitted that change the wings originally specified angle of incidences, wing wash; No modifications are permitted to airflow by use of spacers/shims or mounting at the center section. BM

2. Wingspan is a minimum of 42'.

3. All navigation lights may be removed and flushed.

4. The forward span wise seam may be filled, fore and aft seams may be filled back to the bulb head rivets, and any dents on wing may be filled.

5. Wing tip may be attached with flush screws and entire seam filled. The filling shall not extend inboard more than 18" from the wing tip inboard edge. All rivets on wing tip may be flushed. Bondo may be used on the seam joining the two halves. Navigation lights may be flushed mounted in wing tip.

6. Landing lights and wire may be removed and flushed. Non-stock landing lights may be installed in the main wheel well or retract under wing.

7. All inspection plates on wing may be flushed.

8. The forward span wise (leading edge) seam on the bottom of the wing may be filled along the entire length. Jack pads may be flushed and filled.

9. The tie down rings may be removed and flushed. The rocket stress plates may be flushed. Dents on wing may be filled with Bondo.

10. Internal wiring may be removed along with guns and bomb mountings.

11. Wing aft vertical stabilizer blocks are not to be modified and should be of stock width.

Figure "G" - Flight Controls

1. Ailerons left and right are part number 84-16001 and -1. All dimensions will remain stock and the gap between control surfaces and wing/vertical/horizontal stabilizer should not be altered in any way.

2. Aileron overall length at leading edge min. 95" max of 95-¾" Aileron at flap bay or inboard rib overall length min 15-¾" max 16-1/16". Aileron from flap bay or inboard rib to outboard of trim tab bay to be a minimum of 63-¼" and maximum of 63-¼" Trim tabs may have flush rivets. Modification of control mounting arm, casting and or control mounting surfaces, is specifically disallowed.

3. Fabric covered ailerons may be 'double-covered' ('double-wrapped') in a manner consistent with currently accepted practices whereby the second layer of fabric is used as a replacement for all of the individual tapes that would otherwise be required. FAA Form 337 will be required if this method is used on a certified aircraft.

Figure "H" - Center Section

1. Wing walk material may be removed. Joints on wing bands may be flush screwed and wing band dents filled.

2. Gas caps may be flush style. Gas cap covers may be installed. Access to the fuel via the caps must be accessible to the Tech Team for fuel testing at any time during the event. No taping of fuel cap covers.

3. Landing gear pins must remain visible to pilot from cockpit.

4. Gear doors may have flush screws and Bondo.

5. Gas tank sump covers may be remade and flush screwed. Drains must work.

6. Gas tank stress plates may be flush screwed.

7. Center section flap may be secured in the up position IAW Army Service Letter.

8. Wheel covers shall be stock shape, metal, or transparent.

9. Brakes (e.g., Redline brakes are specifically approved) and tires at pilot's discretion; however, the tires must be of normal dimensions including height of the tire and the width measured at the outer wheel rim.

10. Wheel well seals are at pilots' discretion

11. The spacers must be in place at the rear and front wing to fuselage attachment, so the angle of incidence remains stock. The distance from the trailing edge to the screw head canopy must be 50" (± ¼") including the bulge in the fuselage.

12. Fuselage fairing strips on each side may be flush screwed.

Figure "I" - Engine and Propeller

1. Prop governor shall be either Woodward or Hamilton Standard 1M12A or 1P12A or IM12G. Must have identification tag and be legible and be permanent attached to governor.

2. Air chamber assembly internal shoulders and corners may be modified. No internal enlargement permitted.

3. Filing of main air inlet box is permitted (1/8" radius max.) and entire inside may be polished smooth. Carb heat shall remain fully operational. No filler, Bondo or fiberglass material inside this unit. No ramps in air box.

4. Carburetor is a NAY-91. Must be stock. No enlargements allowed to Venturis. Jetting of the carburetor is at pilot's discretion

5. Venturis must be 2.750" diameter (± 0.025") I. D.

6. Only 5 engine primers shall be installed.

7. Oil cooler shutters may be removed. Oil coolers, brass or aluminum, 8" or 9" style are permitted. The use of a 9" oil cooler on a certified aircraft will require FAA Field Approval.

8. Any method of sealing cooler to duct is acceptable, no internal enlargements allowed. No filler allowed.

9. The engine thrust line shall not be changed or altered.

10. The engine shall be a Pratt & Whitney R-1340 AN-1 [un-geared] or Canadian S3H-1 version with a 10:1 blower and 6:1 compression ratio. All engine accessories must be operational including the starter, generator/alternator, and hydraulic pump. Generator/alternator shall be 12 or 24 volts. The starter shall be #80 or Jack & Heintz JH-6. Magnetos shall be Bosch no. SB9RU3 or Bendix no. SB9RN. No exceptions. Blower may be polished. Timing and spark plugs optional.

11. Polishing the rear case may not exceed the guidelines in Pratt & Whitney Service Bulletin 1708. Polishing, blending, or rework of the impeller may not exceed the limits in Pratt & Whitney Service Bulletin 621.

12. FAA certified battery, 12 or 24 volts, sufficient to start the aircraft.

13. If converted to an alternator -- generator and associated equipment may be removed.

14. Any other unnecessary, unused wire, hose, fuel line, monitoring lines and clamps will be removed.

15. Engine cowling must have a minimum circumference at its widest point of 166”. Basic cowl framework must be NAA. All rivets and screws may be flush, and all exterior seams filled.

16. Gun dish may be removed.

17. Upper accessory cowl may be remade completely flush.

18. Cowl assembly NAA 88-31027 or 66-31027 must have an originally manufactured stock scoop. No dimensional changes are permitted. Starter access door and crank position may be flushed. No filler shall be used inside the cowling air scoop.

19. Lower right and left accessory cowl may have filler used on seams and patches.

20. The front cowl rear formers may be aluminum.

21. All cowl seams and openings on the outside may be filled and taped.

22. Propeller must be a Hamilton Standard 2 blade hub number 12D40 with blades 6101A12 through 6101A-20 profile and shape to remain stock. Diameter not less than 100” and not more than 109”. Relative twist at pilot owner’s discretion. Counterweights, stop screws, and nuts must be installed.

23. Shielding in an around carburetor area to be stock and in place. Dish pan behind the exhaust will be stock and not modified to have non-stock openings. Lower football shaped panel on dish pan should be installed, no tape over this inspection hole or access hole for the main screen due to fire related to location of carburetor. This panel must be stainless steel.

24. Internal diameter of exhaust to remain stock diameter, no addition of material or squeezing down of exhaust system at exit point, at cylinder head, or at any point in the exhaust system will be allowed.

25. No wrapping of the entire exhaust system. Use of adequate material to ensure the joining of exhaust sections is permissible. The exhaust stack must be available for inspection for any form of cracking to ensure safety.

26. Exhaust manifold coating are allowed on both the outside and inside of exhaust manifold, this may be a ceramic or ceramic like coating, or painted with an appropriate heat resistant paint.

27. Induction wrapping is permitted if performed in a professional and safe manner.

28. Current technology engine monitoring equipment that is commercially available to all racers is allowed to increase safety.

29. Cam lift and duration, and dimensions shall be stock in accordance with the Pratt and Whitney specifications.

30. Diffuser vanes may be polished and ground to pilot's preference; no addition of any materials may be used.

31. Vernier controls are permitted if the original stock control rods, etcetera are present and operational.

32. Fiberglass parts panels and or replacement parts with PMA are permitted unless specifically disallowed by the TIC and or BOD.

33. No coatings are allowed in the blower section. Coatings are permitted on the top of the pistons and piston skirts only. No other coatings are allowed to any internal part of the engine.

34. Sealing between the cylinder cooling vanes and engine baffling is permitted.

35. With the intention of preserving and maintaining a compression ratio close to stock, the TIC shall determine a standard for piston height and travel within the cylinder based on standard overhaul practices and develop a method to measure this standard approximately a .040" variance will be permitted in piston height and travel.

36. No filler will be used inside any of the air induction system components.

37. There will be no taping/maintenance on the flight line without Techs approval.

38. The upper heat muff may be removed at the discretion of the race pilot and the race plane owner (if different).

39. Piston allowable travel range is 25° to 24° (±0.5°). When measured from the total travel from zero to top of piston travel when using a Time-Rite Scale 23B for the 1340 engine.

"Classic" Technical Specifications:

Tail Section

1. No modification or changes to the angle of incidence will be allowed.

2. Tail weights can only be installed if needed for Weight & Balance requirements, no excessive weight will be allowed.

3. No gap sealing of any control surface, including trim tabs, is allowed.

4. No use of Bondo or other fillers may be used to fill any part of the tail section. Only minor cosmetic enhancements will be allowed.

5. No taping, internal or external will be allowed.

Tail Wheel Area

1. Tail wheel tire is to be a 12.5 x 4.5, pneumatic square treaded or smooth contour tire. No solid or small tail wheel tires allowed.

2. No gap sealing of tail wheel fairings is allowed.

Fuselage

1. Steps must be installed and not modified past normal T-6 cut out for hand grip. No polished or cut down steps will be allowed.

2. All navigation lights must be installed.

3. Side panels must be stock, no Bondo or flush rivets will be allowed

4. All fairings and panels must be stock. No carbon or fiberglass panels will be allowed.

5. No use of Bondo or other fillers may be used to fill parts of the fuselage or panels. Only minor cosmetic enhancements will be allowed.

6. No taping, internal or external will be allowed.

Canopy

1. No one-piece windshields will be allowed.
2. Canopies can only be modified to Harvard VI standards.
3. Turtle deck can have F-model one-piece canopy.
4. No flushing or routing of glass panels will be allowed.

Cockpit

1. Pilot seat must have safety bolt installed.
2. Rear instrument panel may be modified to meet current T-6 Race Association standards.
3. Rear seat must remain in the aircraft.

Wings

1. No modification or changes to the angle of incidence will be allowed.
2. All 3 flap sections must remain operable, except those aircraft modified in accordance with Technical Order NO.1T-6G-204 Dated 8 January 1954.
3. All navigation lights must be installed.
4. Clear plastic landing light covers must be installed.
5. Jack points must be installed.
6. Tie down rings at wing tips must be installed.
7. No use of Bondo or other fillers may be used to fill any parts of the wings. Only minor cosmetic enhancements will be allowed.
8. No taping, internal or external will be allowed.

Flight Controls

1. No gap sealing of any control surface, including trim tabs, is allowed.

Center Section

1. No sealing of wheel wells will be allowed.
2. Stock wheels and tires, size 27 S.C. are required.
3. Red Line brakes are allowed
4. No modification to the tow lug or up lock location will be allowed
5. All 3 flaps sections must remain operable. No modifications allowed.
6. No flushing or use of countersunk screws on main tank doors will be allowed.
7. Fuel vents must remain stock.
8. No taping, internal or external will be allowed.

Engine & Propeller

1. Engine shall be a Pratt & Whitney R-1340 AN-1.
2. No modification to engine or baffling will be allowed.
3. All accessories must conform to Aircraft Specification (TCDS) #A-2-575.
4. Alternators are acceptable.
5. Cowling must have stop block spacers installed, which are located on the left side of cowl where cowl adjustment bolts are located and separates lower and left cowling.
6. Air intake or air box must be stock in shape and size, no polishing of internal parts will be allowed.
7. Air intake or air box must have air filter installed.
8. Carburetor screen is to be located between the carburetor box and carburetor base.
9. Magneto timing is to be 25° before Top Dead Center.
10. Propeller is to be 12D40 6101-12 to -14 as per Aircraft Specification (TCDS) #A-2-575. The profile and the depth or thickness of propeller blades cannot be modified or changed to enhance the performance of the propeller.
11. Propeller governor is to be 1M12-A, -G or 1P12-A as per Aircraft Specification (TCDS) #A-2-575.
12. Propeller blades must conform to Aircraft Specification (TCDS) #A-2-575, which will be verified by serial number and logbook entry.
13. No modification in pitch or twist will be allowed.
14. Suggested maximum RPM is 2250.
15. Battery must remain in the stock firewall location.
16. All cowlings, fairings and panels must be stock. No carbon or fiberglass panels will be allowed.
17. No taping, internal or external will be allowed.

Crew Chief, Crew Member or Pilot must have an A&P license or have designated A&P available for any maintenance of the aircraft. Experimental licensed aircraft are exempt.

All current T-6 Race Association rules regarding safety must be complied with along with these additional requirements, set forth in this amendment, to participate in the T-6 Race Association as a “Classic” race aircraft.

Prohibited Items

1. Non-stock streamlined fairings.

2. Steel push rods, magnesium blower section, tank and helicopter engine parts, non-stock impeller, and other internal engine parts.

3. Gap stripping flight controls.

4. Any modification that would alter area or general configuration of a T-6.

5. Any modification not specifically approved in the current T-6 Technical Specifications or by the Board of Directors and the TIC.

6. Spinners of any type are not permitted for racing.

7. Hydromatic propeller hub.

8. Magnetos that are not original type certificate for T-6's

9. Modification of carburetor butterfly and corresponding butterfly shaft beyond ± 0.010" of polishing from a butterfly width of 0.155" and a shaft width of 0.497".

Prohibited Actions

1. No swinging of gear in the pits.

Definitions

As related to these specifications

Board of Directors	Consists of six T-6 Racing Association, Inc. members (all of whom are in good standing) elected by the voting membership of the T-6 Racing Association, Inc. for a three-year term. The elections are held during the Annual Membership Meeting during the National Championship Air Races at Roswell.
Bondo	Filler used to repair dents, imperfections, and skin lap joints as allowed.
Changes	"Any changes" as referenced in the Technical Specifications General Notes exclude changes required to conform to FAA or RARA requirements, grammatical or other necessary edits to provide clarity.
Classic Aircraft	An aircraft which qualifies for racing under the Technical Specifications section for Classic Aircraft.
Fill	Any building up of an area or surface by use of metal and/or filler.
Filler	Material used to repair dents, imperfections, seams, and skin lap joint as allowed, i.e. bondo, paint, primer, fiberglass, resins, and epoxies.
Flush	Mechanically or manually adding or removing of metal or filler to smooth a surface, i.e., countersunk screws, rivets, and flush patches.
NCAR-R	National Championship Air Races at Roswell.
TIC	Technical Inspection Committee appointed by the Board of Directors for a specific race event and reports to the T-6 Racing Association, Inc. president.
Voting Member	All current dues-paying Racing Members (owner or pilot, holding a race number) in accordance with the T-6 Racing Association, Inc., By – Laws. One race number equals one vote. No proxy voting allowed per the Bylaws.