# 2020 SFR Road Racing Supplementary Regulations

**Significant changes are noted by yellow highlights.**

These regulations describe additional conditions for San Francisco Region Regional events listed below which are held under the current SCCA General Competition Rules (GCR).

## 2020 Calendar

### Regional Road Racing

| Date | Event | Location |
|---|---|---|
| February 1-2 | Regional 1 & 2 | Sonoma Raceway |
| February 14-16 | Competition Licensing School | Thunderhill |
| March 14-15 | Regional 3 & 4 | Thunderhill |
| April 3-5 | Majors | Laguna Seca** |
| May 23-24 | Regional 5 & 6 | Thunderhill |
| June 6-7 | Regional 7 & 8 | Laguna Seca |
| June 26 | Test Day | Sonoma |
| June 27-28 | Regional 9 & 10 | Sonoma |
| July 31 | Test Day | Laguna Seca |
| August 1-2 | Regional 11 & 12 | Laguna Seca |
| August 29-30 | Regional 13 & 14 | Laguna Seca |
| Oct 23-25 | Regional 15, 16 & 17 Double Points | Thunderhill |

The Region reserves the right to postpone, reschedule or cancel any event if circumstances require.

** Majors Supplementary Regulations will be available prior to the event.

### 2019 Pro Support Events

| | | |
|---|---|---|
| April 30-May 3 | Trans Am | Laguna Seca |
| July 24-26 | Ferrari Challenge | Laguna Seca |
| August 8-9 | Pre-Reunion | Laguna Seca |
| August 13-16 | Monterey Reunion | Laguna Seca |
| September 10-13 | IMSA Monterey Grand Prix | Laguna Seca |
| September 17-20 | Indy Car | Laguna Seca |

1. **SCHEDULING:** Practice session for both Regionals may be combined into a single session. Practice times may be used to set qualifying grid. Schedule times are advisory only. Sessions may start earlier than the listed times.



San Francisco Region Office

530-934-4455

www.sfrscca.org

2. **ADDITIONAL RACES:** The Region may schedule additional races as permitted for specified race groups.

**Fee Schedule & Entry Procedures**

**Pricing Regionals 1 & 2**

| Event Type | Entry Fees: Sonoma |
|---|---|
| Single Regional | $399 |
| Double Regional | $575 |

**Other Fees**

Dual - (extra class, same driver, all or part of weekend)..... $199

Must be entered and not withdrawn from the original class.
A dual entry is the same driver entering an additional group.

SRF3 SCCA Compliance Fee (per weekend)..... $30

FE, FE2 SCCA Compliance Fee (per weekend) ..... $30

Post entry fee (enter at the track) ..... $50

Withdrawal fee (from complete event) ..... $50

**Pricing Regionals 3-17 and Majors**

| Event Type | Entry Fees: Sonoma | Laguna | Thunderhill |
|---|---|---|---|
| Single Regional | $450 | $450 | $375 |
| Double Regional | $645 | $645 | $515 |
| Major | $595 | $695 | |

**Other Fees**

Dual – Major only..... $300

Dual - (extra class, same driver, all or part of weekend)..... $225

Must be entered and not withdrawn from the original class.
A dual entry is the same driver entering an additional group.

SRF3 SCCA Compliance Fee (per weekend)..... $30

FE, FE2 SCCA Compliance Fee (per weekend) ..... $30

Post entry fee (enter at the track) ..... $50

Withdrawal fee (from complete event) ..... $50

3. **OVERSUBSCRIBED RACE GROUPS:** If a race group is over-subscribed, entries may be refused by the Region Office and at event Registration. Notice of refusal will be posted immediately on the Region web page (www.sfrscca.org) and the online registration system: http://sfrscca.MotorsportReg.com/.
4. **ENTRY DEADLINE to retain your permanent number is Thursday, one week before the event.**
5. **POST ENTRIES:** Post entries (those received at the track) will be assessed a $50 processing fee per weekend. Entries received at the track will be assigned a car number by Registration. The driver must complete a change form and take it to Tech prior to going on track.
6. **ENTRY PROCEDURE:** The preferred method of entry is through the San Francisco Region online entry system: http://sfrscca.MotorsportReg.com/.To enter an event by mail, the driver must submit an official entry form and include payment of all fees.
7. **DRIVERS LETTER:** Specific event information will be emailed to entered drivers several days before the event and will be available on www.sfrscca.org. The event schedule will be available on www.sfrscca.org on the calendar page and on MotorsportReg.com on the event announcement page.
8. **ATTENDEE LIST**: The drive, group, class, and car number will be listed on the Attendee List on MotorsportReg. This list is updated frequently so information is always current. **Car numbers are official Saturday before the event.**
9. **ENTRY REFUSAL:** Notwithstanding the GCR, the Region reserves the right to refuse an entry at any time with only such notice as circumstances permit. Entries from drivers owing money to the Region, another Region, SCCA National, or a racetrack where the Region conducts events will be refused until the debt is paid. **If an entry is not accepted, the driver will be notified within three days of entering.**
10. **RETURNED CHECKS OR DECLINED CREDIT CARDS:** An additional $50 service charge plus bank charges will be billed for returned checks or declined credit cards. After one occurrence, the Region will not accept payments by personal check or credit card; the entry must be made through MotorsportReg.com.
11. **WITHDRAWALS:** To withdraw a car after it has gone through tech inspection, the entrant/driver must notify the Chief of Tech prior to the first session scheduled for that car/class and complete a Withdrawal Form.
12. **REFUNDS:** No refunds will be given once the driver has been on track for a class. If the driver did not go on track, the entry fees minus a $50 handling fee will be credited to the driver's online registration account. A driver may request a refund instead of a credit by contacting the Region Office after the event.
13. **WELCOMING ENVIRONMENT:** The SCCA San Francisco Region aims to provide an inclusive, welcoming environment for all participants. To that end, behaviors such as the following will be considered egregious examples of GCR 2.1.7, "Acting in an unsportsmanlike manner", and will be penalized as such:
    1. Discriminating against, disparaging or verbally abusing a participant because of their gender identity, ethnicity, marital status, sexual orientation, religion, age, or disability;
    2. Harassing, intimidating, threatening or bullying any participant;
    3. Doing any of the above outside the confines of an event, or in print or electronic media, in a way that affects that person's participation at an event.

## San Francisco Region Groups and Classes

**Six Group Format**

GROUP 2 ..... FA, FS, P1, P2, FE*, FE2, FX, S2*, DSR*, ASR*, PX*, FM*

GROUP 3 ..... ITE*, SS*, GT1, GT2, GT3, GTA*, GTX*, SP*, EP, T1, T2, T3, AS, N3*

GROUP 4 ..... FF, CF*, FV, F5, FC, FST, FFT*

GROUP 5 ..... ITS*, ITA*, ITB*, ITC*, ITX*, FP, HP, STL, STU, E30*, B-Spec, SMG*, ITR*, T4, GTL, SM5, SSC5*, MC*

GROUP 6 ..... SRF*, SRF3

GROUP 7 ..... SMT*, SSM*, SM

*Region Only classes – not Runoffs eligible

The Region reserves the right to change or modify run groups during the race year. The Region reserves the right not to include a specific group or class at any event. In a 7 Race Group format, FA & FM (FM now is run in FX, per National) & FS may be placed in a separate Group, designated as Group 1. At time restricted events, with 7 race groups, victory laps may be eliminated.

1. **VEHICLE ELIGIBILITY:** Unless otherwise announced, all SCCA classes are eligible per the GCR. In addition, the following classes are eligible for Regional events:

Rules for these classes are listed in **Appendix A** With approval from SCCA Club Racing, the Region may add additional Region-only classes.

| | | |
|---|---|---|
| • Improved Touring eXtra (ITX) | | • Super Production (SP) |
| • Improved Touring E (ITE) | | • Spec Miata T (SMT) |
| • Club Ford (CF) | | • Sealed Spec Miata (SSM) |
| • Grand Touring American (GTA) | | • Formula F Tire (FFT) |
| • BMW Spec E30 (E30) | | • Spec Mustang (SMG) |
| • GTX | | • Muscle Car (MC) |
| • American V-8 SuperCar (SS) | | • S2 |
| • D Sports Racer (DSR) | | • Spec Racer Ford (SRF) |
| • Sealed Spec C5 Corvette (SSC5) | | • F4 |
| • FM | | • N3 |

Upon approval from the National Office, the Region reserves the right to alter the above class rules in any manner deemed appropriate and with only such notice as can be accomplished under the circumstances.

2. **FACTORY-BONDED WINDOWS:** Factory-bonded windows in ITE and Super Production (SP). Factory (OEM Manufacturer) and FIA GT3/GT4, race prepared cars with fixed Lexan front door windows may race with windows as delivered. All other safety regulations shall be observed.
3. **E85 FUEL:** E85 fuel will be allowed in ITE and Super Production. The fuel may be tested for prohibited compounds per the GCR. All provisions of GCR Section 9.2.25 (Fuel) will apply except for the dielectric constant which will be established based on available samples. Any competitor running E85 fuel must declare it to the Chief Steward or Chief of Tech prior to going on track for any session, and must have a red letter "A" at least 4 inches high, with a ½ inch stroke on a contrasting background near the fuel filler door or cap

### Car Numbers

4. **NUMBER REQUIREMENTS:** Car numbers must be readable in Timing & Scoring. Cars may be called to Impound, and drivers requested to fix unreadable numbers. If numbers are not corrected, the driver may not receive a qualifying position from Timing and Scoring.
5. **NOVICE CARS:** Novice-driven cars must display a contrasting 6-inch high letter "N" next to the car numbers on each side and a 5-inch square panel (minimum) of orange-colored material on the rear of the car.
6. **ANNUAL RESERVED NUMBERS:** Reserved numbers will be granted to any driver who competes in three Regional races in the San Francisco Region during the current or preceding race season. Rental car entrants may apply for a maximum of five reserved numbers per group; they may receive fewer than five numbers depending on availability.

   Annual reserved car numbers are assigned by group. When groups are combined, the cars moving to the new group may not be able to use their reserved number if it is already in use in the group to which they are moved.

   In January, any driver who entered three or more Regional races in the preceding year will automatically be assigned his/her reserved number for the new year. All requests for reserved numbers must be in writing. Requests should include the dates of the three completed San Francisco Region events. Three number choices should be indicated.

   San Francisco Region reserved car numbers are only valid through the entry deadline. If the entry is not received by the deadline, the number may be assigned to another driver. Some special race formats may cause a reserved number duplication, in which case the earliest entry will receive number preference.

## Noise Limits

7. **NOISE LIMIT:** Sound regulations vary from track to track in the San Francisco Region. Measurements are made 50 feet from the edge of the track. Sound readings will be available at Race Administration. Competitors are urged to review Section 5.7 of the GCR. A car exceeding the applicable noise limit, at anytime, anywhere around the track, is noncompliant and is subject to being black flagged, and may be excluded. Before a car may return to the course, the competitor shall demonstrate a verifiable mechanical change to the car that would lower the sound emissions.

   During qualifying, any times recorded prior to the black flag for sound during that session will not

count, even if the car for which the black flag is intended enters the pits or returns to the paddock prior to the black flag being shown.

The other demands of race operations may preclude such a display and the lack of these warnings is not protestable and in no way mitigates the requirement to pit immediately upon display of the black flag.

a. **Sonoma Raceway**: The noise limit is 103.0 dbA. A competitor black flagged for excessive noise shall bring the car into compliance prior to returning to the track. A second violation on the same day will result in the **car not being allowed on track** for the rest of that day.

b. **Laguna Seca:** The noise limit is 103.0 dbA

- **An accumulation of three (3) sound violations over the course of the rental period will result in the offending vehicle not being allowed back on track during the remainder of the rental period. Sound violations during any sound checks count towards the three (3) sound violations.**

c. **Thunderhill Raceway:** The noise limit is 103 dbA.

- A car black flagged for excessive noise three times during one day **shall not be allowed back on track that day**, unless permitted to compete by the Chief Steward in the case of a bona fide mechanical failure of the muffler/exhaust system.

## Registration and Licenses

8. **DRIVER LICENSES:** If a driver's competition license is in transit or in process, the driver should call the National Office by Tuesday before an event to request verification from SCCA Central Licensing (800-770- 2055). A driver is responsible for the verification of his or her license.

   Please note verifications are subject to registrar availability and could mean a wait to receive verification.

   If a driver, at the track, does not have a competition license in possession and the Region Office/Registrar is unable to verify that the driver has a current license, the driver must complete an affidavit at Registration, and post a
   $100 bond of which $25 will be retained by SCCA National. The affidavit may only be used if the driver has lost his license or states it has been stolen, damaged or left at home. The affidavit must be taken to the Chief Steward for approval. A false affidavit is subject to automatic disqualification and license suspension. Final acceptance is at the sole discretion of the Chief Steward.

   Per the current GCR, all competition licenses listed in Appendix C.2.8.B licenses are acceptable for all SFR Regional sanctioned events, with proof of current SCCA membership.

9. **DRIVERS SCHOOL:** Drivers with prior driving experience may apply to the Divisional Licensing Chairman or the Chief Steward. (See GCR, Appendix C, Section 2.7.E.) for a waiver of a part of the Drivers School driver training requirement.

10. **REGISTRATION:** A driver shall show a current competition license or novice logbook and current SCCA membership card at Registration. Access to the hot pits and other hazardous areas is restricted to licensed SCCA members age 18 and older with a photo ID. Any crew member or race official requiring hot pit access must go to Registration to get the event credential. Rules for drivers under 18 can be found in the GCR, Appendix C, Section 2.4, 2.5 and 2.6.

    Registration will provide Photo ID service at no charge.

    With track approval, Registration may be scheduled for the night prior to an SFR regional event. Refer to event schedule for times and location.

11. **EXPRESS REGISTRATION:** SFR Express Registration is designed to make race registration faster and easier for drivers who have all required items and have no Registration or Tech issues. In the Express Registration line, drivers register for the race and go through Tech at the same time. Express Registration is available throughout the race weekend during registration hours stated in the official event schedule. In order to qualify for Express Registration, a driver must present:
    - Current SCCA membership card and SCCA Competition License.
    - Helmet with a current year SCCA Gear Tech sticker.
    - Car logbook with a valid, current, annual tech stamp.
    - If the car requires homologation papers, they must be presented with the logbook.
    - Logbook page for the event completely filled out for the race weekend.
    - Have no previous dollar balance due.

    .
12. **ANNUAL WAIVER PROGRAM:** SCCA National provides members with the opportunity to participate in the SCCA Annual Waiver program. All Members are eligible to participate in the annual waiver program. The annual waiver card is free of charge.

    To expedite members receiving their Annual Waiver Cards, Registration will have the Annual Waiver Form available for completion, provide members the opportunity to take their picture, and submit the documents to the national office. Annual Waiver Cards cover all SCCA events. Members with current Annual Waiver Cards will not have to sign an SCCA event waiver form. They may have to sign a track waiver. However, due to insurance rules all participants wishing hot pit access must go to Registration to obtain the event credential.

    If a member chooses not to participate in the National Annual Waiver program, they must go to Registration when they arrive at the track to sign the event waiver and receive the event credential.
13. **DRIVER CHANGE:** If the original driver has not been on track, the new driver shall complete and sign an official entry form. If the original driver has been on track, he must complete a withdrawal form and the new driver must fill out a new entry form. The original entry fee shall be transferred to the new driver's entry.

    If there is a driver change when the original entry was submitted as a dual entry, the new driver must complete all required paperwork and pay any required fees.
14. **TIME LIMIT FOR CHANGES:** All changes to entries or additions of entries must be signed off by Registration and Timing & Scoring and delivered to Tech at least 15 minutes before the scheduled start for the next session for that group.

## Tech Procedures

15. **TECH INSPECTION:** Tech will inspect cars in order of appearance on the track (by group in the order that they run on the first morning of the event). Annual tech inspections will be conducted at the track as time allows. Competitors whose cars have already passed annual tech inspection need only present driver's equipment per GCR to a safety tech inspector (STI) or to Tech but may receive full tech inspection at their request. PA announcements will be made when the vehicle scales are open. Scales will be closed during lunch. Annual technical inspections are recommended.

    Cars entering the course at any time with mounted cameras or similar equipment shall have approval from Tech indicated by a special equipment sticker visible from the exterior of the car.

16. **FUEL TESTING:** The Region may specify specific fuels for certain classes and require competitors and entrants to use such fuel to be eligible for points and awards. If no fuel is specified, then the fuel required by the GCR for that class shall be used. No "doctoring" of fuel is permitted. Besides the additives listed in the GCR, the region may publish a list of banned additives on their website. Random testing for banned additives may occur.

    The Region may utilize the GCR fuel testing procedures at the track or by off-track, third-party services.

    If non-compliant fuel is found, the driver will – at a minimum – be disqualified and also lose all points for all races that weekend. The driver will also be required to pay for any Region out-of-pocket cost for the test.

17. **IMPOUND:** The Chief Steward may pull all cars into impound (Tech) after each group's track session to conduct a short driver's meeting. Cars may be removed by crew members when released by the Stewards or the Scrutineers. The first three finishers in each Regional class may be impounded following completion of each race. If entered in the next race, a finisher required to be in impound for any reason with the permission of the Chief Steward, will be permitted to proceed to pre-grid without going to any other portion of the paddock area and shall then return to impound regardless of finishing position in the subsequent race. If approved to proceed to pre-grid, you may refuel for the next session at impound with approval of the chief of tech, or assistant chief of tech. There is no fueling allowed on Pre-grid.

## Additional Region Regulations

18. **TRANSPONDERS:** All cars are required to have transponders. It is the responsibility of the competitor to have a working transponder in all sessions. Transponder location decals are not required.

    While on track, if a car registers an incorrect transponder number, if the transponder is not on, or there is a weak signal, the driver may be shown a sign board with a transponder designation. The driver may go to the black flag station or impound if he/she wishes to be advised of the transponder problem. If the transponder is not functioning correctly in qualifying, the driver may not receive a qualifying time and in that case, must grid at the back of the field for the race.

19. **RENTAL TRANSPONDERS:** Transponders will be available for rent at Race Administration for $50 per event. The transponder number must be on the entry form or a rental charge will be assessed. Rental transponders must be returned to Race Administration before leaving the track. In the event the transponder is not returned in its original condition, the driver will be charged for the purchase of the transponder.

20. **FORWARD FACING CAMERAS:** All cars must have forward facing cameras. The cameras may be mounted either inside the car, or on the body. If video is needed to make a determination of an on-track incident, a competitor's video may be requested by race officials whether or not said competitor was involved in the incident. Failure to provide such video may result in a loss of points

21. **BODY CONTACT:** The Region has adopted a standing policy that drivers at fault in the event of body contact may be penalized as outlined in the GCR. All cars involved in body/wheel contact during an event, no matter how slight, shall stop at Impound at the end of that session.

    Based on complaints made by drivers in the same group against a particular driver for repeated body contact resulting from overly aggressive driving and confirmed by the Region Board, that driver will receive a warning from the Region Board stating that "continued body contact resulting from overly aggressive driving will result in his/her entry being refused in the future". If the warning is ignored, the Region Board may then vote to refuse entries from that driver. If

evidence shows that any driver willfully intended to initiate body contact, for whatever reason, The Chief Steward or Chair of the Stewards of the Meet may disqualify that driver from the race and any further race entries for that sanctioned event

22. **PROTESTS:** Protests need to be filed within 45 minutes after the race is over or within 45 minutes after the posting of the Provisional Results, whichever event occurs later. All other rules pertaining to Protests shall be adhered to per the GCR. The last race on Sunday of a Regional weekend will continue to have a 30 minute Protest time, in accordance with the GCR.

23. **GRID PROCEDURE:** Spaces on Grid may only be claimed by presentation of a car. For practice and qualifying, cars will be gridded in the order of arrival. Drivers not taking the next open position will be gridded at the rear of the field and may not thereafter take a different position. Any driver attempting to change his/her gridded position is subject to penalty. All time boards (5, etc.) are advisory. The "5" and "1" signals are given to Grid by Control and are subject to acceleration/delay. Cars may be released at any time after the "1" is displayed. Race grids will close at the "2" warning board. Late arrivals forfeit position
and will be released after all other cars. A car in position unable to leave the Grid when ordered or a Driver deemed not ready to enter the course when ordered shall be held and released after all other cars. Drivers are advised to be on Grid 15 minutes prior to the start of their session to allow for positioning, equipment checks and course/session advisories.

    No fueling of cars in position on Grid unless permission is obtained from the Chief of Grid and safety coverage during fueling can be provided. Cars that leave position for any reason must be back in position at the "5" or go to the rear of the field. All crew and other persons must clear the Grid at the "2" signal except for 1 crew person who may remain to provide mechanical assistance only until the "1" signal.
    Camera attachments may be approved at Grid. Children under age 12 must be under adult supervision in the Grid area. Dogs are not allowed in the grid area. All tools and transporters (bicycles included) shall not block access to Grid positions or be left in any fire lane. Persons failing to follow procedures are subject to penalty and may cause a penalty assessment on the driver.

24. **PIT LANE:** There shall be no tire scrubbing in the pit lane prior to entering the course. Transmitting beacons for on-board data acquisition devices shall be placed track side only in an area designated by the Pit Marshal. Pit Marshals will designate the usable area of pit lane and provide, at a minimum, fire extinguisher coverage per the GCR. Closed-toe shoes – no sandals – must be worn in the hot pit lane.

25. **POLE POSITION:** The fastest qualifier (pole position) must notify grid prior to the five (5) minute signal from which side of the track he or she wishes to start.

26. **SPLIT STARTS:** A minimum of 10 cars is required in both halves of the proposed split start group for a split start to be requested or for a split start to occur. The Chief Steward may approve requests for split starts submitted within thirty (30) minutes after posting of the results for the first qualifying session. The Chief Steward may require 50% approval of each class in the racing group and may require the signatures of the first three qualifiers in each class. The pace car may lead either group.

27. **TIRE SCRUBBING:** Tire scrubbing is prohibited on track except when following the Pace/Safety car. No tire scrubbing in the pit lane.

28. **PACE/SAFETY CAR:** When the safety car enters the circuit, each turn station in use shall display a double yellow flag. The starter shall display a double yellow flag that may be accompanied by a "Safety Car" sign. When the safety car is on the course, drivers shall make every effort to safely

catch the field and form up behind the safety car. Drivers of cars that are disabled or cannot keep the pace should not hold up the field. These drivers shall signal, pull to the side of the course, and stay well off the racing line. All cars shall pass through the incident area well under control and in single file.

Prior to leaving the circuit, the safety car will extinguish its flashing lights. The green flag may then be shown to the leader. At the green flag, all yellow flags will be simultaneously lowered and racing resumes throughout the course. All cars must hold position until the green flag is displayed, **and the yellow flags are lowered.**

**29. FLAGS & LIGHTS:**

**Yellow:**

1. *STANDING YELLOW – You are approaching an incident where your and other's safety are at risk. The racing surface may be clear but there is immediate danger to you or others if you left the racing surface. Slow significantly and proceed thru the incident at a reduced speed. There is no passing from the flag until past the emergency incident.*
2. *WAVING – You are approaching an incident that has great danger to you and others. The racing surface may be partially or completely blocked. Slow significantly and be prepared to stop. All efforts should be made to proceed through a Waving Yellow Flag in single file order. There is no passing from the flag until past the emergency incident.*

*The no passing zone starts at a perpendicular line across the track from the flag and ends at a perpendicular line across the track from the last component of the incident causing the yellow flag. The last component may be the car, driver, responding officials, other vehicles and/or large debris.*

*3.* Some turns at some racetracks may supplement the yellow flag with a yellow light.

**Open Black Flag or Mechanical Black Flag:** Shown with your car number, means to immediately stop in the pit lane at the Black Flag station. In a Black Flag All situation, the black flag at each station may be waved in order to improve visibility.

**White:** In addition to the GCR definition, the white flag may be displayed at all manned flag stations for the first lap of any practice and/or qualifying sessions to indicate the location of these flag stations.

## Paddock Regulations

**32. SUPPLIES:** Oil, water, electrical power, and compressed air are the responsibility of the entrant. Fuel will be available at the track unless otherwise announced in the driver's letter. The Region reserves the right to regulate fuel storage containers. Glass fuel containers are not permitted.

**33. PADDOCK PARKING:** Use of space in the paddock is subject to the control of the Paddock Security/Marshal. Regardless of the time of arrival, when parking in the paddock, only the minimum necessary space may be used. Fire lanes must be kept clear at all times. Entry to the paddock prior to the opening of Registration is under the control of, and at the prerogative of, the track management. Non- support vehicles must be parked outside the paddock in a designated area as directed.

**34. PADDOCK RULES SPECIFIC TO LAGUNA SECA:**

a. If you arrive before the paddock opens, you must park in the paddock entry staging

area. SFR is required by Laguna to stay off the main roads until 5:30 p.m.

b. You will be staged in the sequence in which you arrived and will be released in the same sequence. An SFR Worker will direct you during the release process.

c. If you or your crew treat an SFR Worker poorly or get out of the release sequence, the entered driver will be subject to a significant fine (donation to the Worker Appreciation Fund) or being barred from the event.

d. When driving to and from the paddock keep your speed to no more than 10 mph between the paddock and the park guard house.

e. A helmet or legal head protection is required outside the paddock gates when riding any type of motorized vehicle. This law is rigidly enforced by local law enforcement.

**35. ADDITIONAL PADDOCK RULES:**

a. Everyone will be expected to obey rules imposed by the local facility.

b. The speed limit in the paddock is 5 mph for any wheeled vehicle.

c. Empty race trailers will be parked in an outside lot, location depending on the track.

d. At Laguna Seca and Sonoma, one personal transport vehicle may be parked in the paddock. Any additional vehicles will be parked in an outside lot.

e. At Laguna Seca and Sonoma, large transporter awnings may only be erected if you have at least three race cars entered in the event.

f. A valid driver's license is necessary to operate any wheeled vehicle in the paddock, including bicycles, powered and unpowered scooters. Skateboards, roller blades and roller skates are not allowed in the paddock.

g. Race motors may not be run earlier than 8:00 am at Sonoma and Laguna Seca, and 7:30 am at Thunderhill; and not after 6 p.m. at any track.

h. Quiet hours are 10 p.m. to 6 a.m. During this time be nice to your neighbors: no free-standing generators running, no dirt bikes, loud parties, etc.

i. The Region reserves the right to allow fueling only in designated areas.

j. Only designated automotive fluid disposal barrels, as appropriately marked, shall be used for dumping oil or other automotive fluids.

k. Competitors are encouraged to bring water and kitty litter (or equivalent) to neutralize spill damage. Spills must be reported to the Paddock Marshal as soon as possible.

l. No tent stakes, barbecues, or oil/fuel spillage are allowed on asphalt.

m. Competitors are responsible for providing boards to be placed under jack stands to avoid damage to the paddock surface.

n. Competitors are responsible for securing their equipment within their paddock space against heavy winds or other adverse conditions. Owners are liable for any damages caused by their equipment.

o. Entrants/drivers shall pay a $25 removal fee for each tire left at the track at the close of an event.

p. A competitor taping lines or marks on paddock surfaces shall remove them before leaving the track. Painting marks on any paddock surface is prohibited.

q. At Thunderhill Park, motorhomes and enclosed trailers are not permitted under the canopies. The Region reserves the right to allocate space under the canopies and/or charge for their use.

r. At Sonoma Raceway, no one may plug into any electrical outlet.

**36. LOST EQUIPMENT:** Sonoma Raceway, Laguna Seca, Thunderhill Park, the County of Monterey, San Francisco Region SCCA, San Francisco Region Properties, Inc., or persons connected with the operation of any event are not responsible for the loss or theft of any item brought on the premises.

**37. EMERGENCY INFORMATION:** Crew members seeking emergency information regarding on-track incidents should contact the Black Flag station in the racing pits or Race Administration. Participants injured during the event who do not go to medical may risk loss of their SCCA medical coverage.

## TROPHIES, RESULTS AND POINTS

**38. TROPHIES/RESULTS:** Event trophies will be awarded depending on the number of starters per class: 1 to 3 starters for first and second place trophies; 4 to 9 starters, add third.

**39.** Trophies not claimed on the race weekend will be available for a limited time after the event. Contact the Region Office to arrange mailing or pickup of the trophy.

San Francisco Region may post provisional results in lieu of a lap chart at any race. However, data will be preserved so that a lap chart may be produced if necessary.

**40. REGIONAL AND DIVISIONAL CHAMPIONSHIP POINTS:**

a. All Regional drivers will automatically have points tracked for both Regional and Divisional Championships.

b. All classes will use the National points system (see below).

c. Races on the final weekend of the season will be double points races. Double points will apply to Regional standings. Standard points system will apply to the NORPAC standings.

d. Spec Miata Festival Race and Spec Ford Racer Festival Race will not count as points for the Regional Championship or NORPAC point counts.

The Divisional points:

| Place | Points |
|---|---|
| 1st | 25 |
| 2nd | 21 |
| 3rd | 18 |
| 4th | 17 |
| 5th | 16 |
| 6th | 15 |
| 7th | 14 |
| 8th | 13 |
| 9th | 12 |
| 10th | 11 |
| 11th | 10 |
| 12th | 9 |
| 13th | 8 |
| 14th | 7 |
| 15th | 6 |
| 16th | 5 |
| 17th | 4 |
| 18th | 3 |
| 19th | 2 |

| | |
|---|---|
| 20th | 1 |

All Regional races held under these regulations are point races unless otherwise noted in the Drivers Letter or Schedule. A driver must be a member of the San Francisco Region prior to the race to earn Regional points. **A driver's point total will be the total points earned in each race, up to two (2) less than the total number of races for that driver's class (e.g., if a class has 12 races, the points from a maximum of 10 races will count.)** Races where the driver was excluded or disqualified must be counted in the point total even though the points earned were zero (0) (e.g., this cannot be counted as a dropped date).

A driver must be **a race starter in at least 8 of the full-point regional races in a class** to be awarded a year- end championship trophy.

Year-end championship trophies will be awarded depending on the number of drivers earning points per class as follows: **1 to 4 points earners, first place trophy; 5 to 9 points earners, add second place trophy; 10 to 19 points earners, add third place trophy.**

Ties in year-end points standings will be broken first by the most first place finishes; if still tied, by the most second place finishes; if still tied, by the most third place finishes.

# APPENDIX A

San Francisco Region

# SCCA – Sports Car Club of America
# San Francisco Region-Only

## Class

## Rules Updated December

## 2019

**E30 – Spec**

**E30 DSR**

**F4**

**FFT – Formula Ford**

**Tire**

**ITE – Improved**

**Touring E**

**S2 - Sports**

**2000**

**SMG – Spec**

**Mustang SMT**

**– Spec Miata**

**T**

**SSM – Sealed**

**Spec Miata**

**SMT/SSM in ITA**

**and ITS**

**SP – Super**

**Production**

**ITX – Improved Touring**

**eXtra**

**CF – Club Ford**

**F4**

**SS – American V-8 Supercar**

**SSC5 – Spec Sealed C5 Corvette**

**S2**

**Muscle Car – MC / FM /N3**

## Rules in SCCA General Competition Rules

**GTA – Grand Touring**

**America GTX - Grand**

**Touring X**

**SRF – Spec Racer Ford**

**ASR**

**E30 - BMW Spec E30**

NASA Spec E30 rules apply with this addition:

The complete spec exhaust is required. Additional mufflers or noise-cancelling devices such as a SuperTrapp may be attached to the end in order to meet sound requirements at Laguna Seca.

## F4 Regional Only Class Rules

Formula 4 (F4) is a recognized SCCA Pro class. The intent of the San Francisco Region Regional Only classification is to permit F4 to race under their specific F4 rules (Pro Rules) and compete as an F4 Class at eligible SFR Regional/Divisional race weekends.

Technical Specifications for F4 are defined in the US F4 Sporting Regulations - referencing the latest version found via SCCA Pro F4 Series rules. Cal Club has the latest version on-line at: https://calclub.com/wp-content/uploads/2018/01/2018-F4-USChampionship-Regs.pdf

F4 will run as a Regional Only Class within SFR Regional/Divisional events, and these events are operated under the SCCA GCR. All requirements/rules identified in the GCR are governing, regardless of those listed in the US F4 Sporting Regulations. The GCR takes precedence where conflict exists.

## FFT – Formula Ford Tire

Must meet all rules for FF except must use an R60 Hoosier tire.

## ITE – Improved Touring E

The only IT rules that apply to ITE are:

- Any tub chassis production vehicle running with DOT tires.
- Preparation Rules: International Sedans may modify the floor pan/rockerpanel sections.
- Cars must meet or exceed the IT safety requirements of the current General Competition Regulations.

## S2 – Sports 2000

Regional Class S2 cars shall comply with the 2013 GCR Section 9.1.8. Sports 2000 rules in their entirety. Competitors must have available for review a copy of the 2013 GCR Section

9.1.8. Sports 2000 rules with them at the track.

## SMG - Spec Mustang

Cars entered in San Francisco Region regional events as Spec Mustang (SMG) will follow all requirements in the 2019 SCCA GCR, Appendix M. SMG Technical Regulations, plus the following additional requirements:

a. Spec Tire: Hoosier - 295/30/18 - R7

b. Three (3) "Hoosier" stickers, one on each side, one front.

c. Two (2) “Hooked On Driving” stickers, one on each side.

d. ABS controller part number #M-2353-CA is an approved alternative to the original part listed.

Contingencies:

a. Tires Supplied by Hoosier Tire West, Phone: 559-485-4617, Fax: 559-485-4632;
$350 each, pick up at the track, mounted $8 each.

## SMT – SPEC MIATA T

Spec Miata T will run under the National rules, GCR Spec Miata Category Specifications (SMCS) Section 9.1.8 with the following exceptions/additions.

To qualify and/or receive regional points, trophies, and victory flag, Spec Miata T drivers must use Toyo Proxes RR tires, size 205x50x15. All four tires on the car shall be the same manufacturer and model. The Toyo RA1 is also allowed but recommended only for wet conditions.

Any Spec Miata T driver not using the required spec tire, regardless of qualifying time,must start at rear of SMT field. The only modifications allowed to tires are having treads“shaved” or “trued.”

SMCS Item 9.1.8.C.4.a.3: Also allowed: Ground Control coil-over kit 5030.04.

SMCS Item 9.1.8.C.7.e: Detachable hardtop manufactured by Snugtop may also be used.

## SSM – SEALED SPEC MIATA

Sealed Spec Miata is a limited preparation class. To be eligible for points, trophies and any other rewards, cars must meet all of the rules for Spec Miata T.

In addition, the engine utilized in the car for any session or race shall be sealed by MCE Racing [530-934-3237] or another San Francisco Region designated supplier. The seals installed on the motor shall be registered by MCE Racing and shall always remain intact and untampered with .

At any SFR Regional Event, any car may be selected for compliance check which may include a dynamometer check for max HP and torque using a SFR-designated supplier. Any seal that is missing or damaged or a dynamometer reading greater than 115 HP or

103.5 ft-lb of torque is grounds for disqualification from the event.

In addition, the car must be re-tested and re-sealed at the owner’s expense before being allowed to compete again, including any additional events on the weekend that the discrepancy is found. All compliance and testing results will be posted by SFR in such places as it deems appropriate.

## SMT/SSM in ITA and ITS

1990-2005 SMT or SSM class-compliant cars may enter ITA. SMT or SSM cars entering as ITA cars must comply with all SMT/SSM Class rules except for tires, which must comply with GCR Section 9.3.45 (Tires). All other ITA entries must comply fully with ITA class rules per GCR Section 9.1.3.

A 1999-2005 SMT class-compliant car may enter ITS. SMT cars entering as ITS cars must comply with all SMT class rules except for tires, which must comply with GCR Section 9.3.45 (Tires); and restrictor plates, which must comply with GCR Section

## SP – Super Production

Cars or pickup trucks which exceed the preparation limitations of the applicableProduction or GT Specifications, but which meet the general regulations of Section 9 of the GCR for GT category cars. Aerodynamic devices are permitted.

## ITX – Improved Touring eXtra

**Revised February 2013**

Consists of ITA, ITB, ITC, RX7, and SMT/SSM cars with the Region reserving the right to make “quick change” competition adjustments (Venturi-type intake restrictors, Supertrap exhaust restrictors with number of plates specified, etc.)

AND

Consists of cars eligible in any of the 1984 thru 2012 Showroom Stock classifications* with the following exceptions: SSGT, turbo and supercharged cars.

*The Region reserves the right to handicap or make additional restrictions in order to make these cars competitive (i.e., adding weight or tire size).

2.1 **Preparation Rules.** Year: 1984 to current models compatible with the above and listed in the appropriate year’s Showroom Stock classifications book.

2.2 **Engine** – All engine components (including fuel and exhaust systems in theirentirety) shall be as originally delivered and shall comply with the Showroom Stock specifications. Vehicles shall meet appropriate California emission standards and shall have no emission-related system or sub-system disabled in any way.

a. A factory shop manual for the specific make, model, and year of the car entered shall be in the possession of its driver, and shall be presented, upon the request of an appropriate official, in order to demonstrate and/or identify original specifications, components, standards, etc.

b. Oil pans, pan baffles, scrapers, windage trays, oil pickups, lines, and filters are unrestricted. Oil and power steering hoses may be replaced with metal braided hose (i.e., Aeroquip). A pressure accumulator/"Accusump" may be fitted. The location of the filter and accumulator are unrestricted, but they shall be securely mounted within the bodywork. All oil lines that pass into or through the driver/passenger compartment shall be metal or metal braided hose. Dry sump systems areprohibited unless fitted as standard equipment. Engine oil and oil additives are unrestricted.

2.3 **Other Vehicle Systems** – Suspension, interior, body, wheels, tires, etc. may be modified within the specifications and restrictions of the Improved Touring rules orthey may be left stock. This is to allow a competitor to upgrade as their money becomes available.

a. Cooling system may be modified within the IT rules, but the engine cooling thermostat shall be retained, and shall be of the type and temperaturespecification of the original.

b. Flywheel shall remain as original, but the clutch may be replaced perIT specifications.

2.4 **Safety** – Cars shall comply with the safety requirements of the SS specifications.ABS brakes are

allowed but may be deactivated or removed. Fuel cells are not permitted.

## CF – Club Ford

**Cars** must have been built before January 1, 1982, with all four (4) corners of the spring/shock units mounted outboard of the frame, i.e., one (1) end of the coil spring/shock unit must be mounted in the outboard area of the lower A-arm/control arm or on the lower area of the upright/hub carrier.

**Exceptions** to Rule 1 and accepted as Club Fords willbe: Lola T-
440 Zink Z-10
ADF Eagle
Van Diemen RF 81
El
den PH-6 Royale RP 24, RP 26
M
artyn FEF

Cars may be **modified** as long as the major suspension components (spring/shock) remain where they were originally manufactured and the water radiator(s) are not relocated to an inboard, amidships position.

All cars must run on the **American Racer Compound 133 Tire** to be eligible as a Club Ford. In the interest of safety, the tire rule will be waived upon declaration of a “rain race” by the Chief Steward.

Tires need not be marked prior to qualifying. Competitors, whether the tires are marked or not, do not have to use the same tires in the race as were used in the qualifying.
Club Ford cars must display **class designation** as “CF”.

Cars must conform to **GCR** and **Formula F Specs** unless otherwise stated in the Club Ford Rules, as follows:

**Body work** is free within the GCR FF dimensions. It is permitted to add vertical side plates to the sides of the spoilers/tails of Club Ford cars. Maximum side plate height is 6 inches, of which not more than 4 inches may be above the horizontal surface of the spoiler/tail. The spoiler/tail and side plates cannot exceed the length or width specified per GCR body work rules. Spoiler may be capable of adjustment. Cockpit adjustment is not permitted.

The Region Board of Directors appoints one or two class **Administrators** to act as liaison to the class. The Administrator(s) oversees the class and reports to the Board.

Club Ford Administrator: Neil Porter, Porter Racing, 4814 East Childs Avenue, Merced CA 95340; Phone (209) 722-7373; FAX (209) 722-6426

Club Ford **meetings** are open to all class participants (drivers/owners/entrants/crew) for purposes of discussion and idea exchange. For purposes of voting, each car entered for that weekend’s meet shall carry one vote. Any team member may vote for that team’s car. For purposes of policy making, a 2/3 majority will be required of the attending qualified voters. There shall be a minimum of two meetings per season of the Club Ford class participants to be held at road race events. The first meeting will be held at the first road race each season. The second meeting shall be held in the second half of the calendar year at a time to be arranged. At least one Administrator or one Committee member shall attend each meeting.

Questions regarding Club Ford rules or **car eligibility** will be answered by the Administrator(s) or members of the Committee. The Administrator(s)/Club Ford Committee will rule on requests for inclusion of additional cars, or to confirm the eligibility of any car competing in the class. Final approval of Club Ford rules rests with Region Board of Directors.

## American V-8 Supercar – SS

### 1. General Class Explanation and Purpose

A. AV8SS is a class of racing comprised of multiple makes of cars beginning with model year 1964. All cars must be a production based V8 powered car. AV8SS will allowany V8 engine configuration and all wheel drive. AV8SS is designed at the outset to be a showcase for aftermarket manufacturers and their products. All cars must retain the stock uni-body frame.

### 2. Eligibility

A. AV8SS will be represented by standard volume produced cars at minimum rateof 500 per year. All cars and components must be or must have been described in manufacturer's catalogs. All new cars must be available through normal dealer outlets at least 90 days prior to competing in an event. Tube framed cars are prohibited. Any exception to these rules must be specifically granted byAV8SS.

B. Though known as an "American" V-8 series, Import and European carsthat meet the rule requirements will be allowed and encouraged to compete.

C. All engines must be of a basic V-8 design. The use of Nitrous Oxide willbe prohibited.

D. Engine manufacturer and chassis manufacturer can be from differentmanufacturers. As long as a model has been offered with a V-8, a car originally outfitted with a 4,6, 10 or 12 cylinder engine may be fitted with a V-8. Exceptions to this rule may be granted if adequate precedent can be demonstrated.

E. Minimum post-race weight with driver and horsepower will be a 6:1 ratio.

### 3. General Engine Specifications for the Regular AV8 Class

A. Factory engine management systems may be replaced with non-OEM systems.

B. Aftermarket aluminum blocks will be permitted.

C. All engines must be production-based eight-cylinder engines.

D. All major engine components/parts must be for sale and available to thegeneral public in a regular product offering. Proof of this lies with thecompetitor.

E. Engine location

1. Engine placement must be located fore and aft such that no modificationsexcept "dimpling" of the firewall for header and other ancillary component clearance is necessary. Forward firewall protrusions such as for OEM HVAC systems may be removed and replaced with flat sheet metal of similar gauge. **The plane of the firewall may not be relocated.** Minimum gap between the engine block/heads and the firewall is ½ inch. Again, firewalls may not be relocated.

F. Production drive-by-wire systems will be legal. Others must be approved forspecific models by AV8SS.

G. Intake manifolds for carbureted and fuel injected applications are free.

H. Variable valve timing is permitted if factory equipped or specifically approvedby AV8SS.

I. Rocker arms must be constructed of steel or aluminum.

J. Dry sump oiling systems will be allowed.

## 4. General Bodywork/Chassis

A. The external shape and recognizable features of the body must not change with the following exception:

**B.** Fender flares will be allowed so long as they are an integral part of the body. Said flares must cover the top half of the wheel and tire as viewed vertically from above. All flares must exhibit a tasteful and professional look. The maximum total carwidth is **78 inches.**

C. Front air dams/splitters may be of an aftermarket design as approved by AV8SS.This rule is not intended to allow a competitor to change the entire front fascia of the car. The cars recognizable features must be retained. Front splitters/air dams/canards are unlimited. No front wings. Minimum front ground clearance will be 2 inches measured at any point along the bottom of the front fascia, splitter or air dam. This measurement will be taken with the car in race trim.

D. Rear wings must be of a single or dual element design. The wing must not extend beyond the sides of the car when viewed from above and may not extend more than 2 inches aft of the original rear bumper mounting location when viewed fromabove. Wing material is free.

E. Roof height will not be altered in any way from stock. No chopping and all factory windshield, side windows and rear window must be able to be installed with no modifications. All windows may be replaced with a Lexan type material with theonly requirement being that the original size and shape window must be retained.

F. All body panel materials must remain as factory with the exception of the hood,front fenders, rear trunk/hatch and roof panel (not to include A, B and C pillars), which may be fiberglass and or carbon fiber on all makes and models. Fiberglass or carbon fiber doors will be allowed. Any car equipped with fender flares may use fiberglass or carbon fiber in that modification.

G. Each car must have a minimum of 3.0 inches ground clearance as measured atall points along the rocker panel. No part of the car may touch the ground when both tires on one side are deflated.

H. Strengthening of the unibody chassis and body work is allowed through the use of sub frame connectors, integrations with the roll cage and seam welding. Any additional material to be added that is not an integral part of the roll cage mustbe approved by AV8SS.

I. Frame: The frame rails, firewall, and floor pan may not be altered except for transmission fitment. The floor pan aft of the main hoop may be relocatedor modified. Rear frame rails can be notched. The original shock and strut towers must remain in the original location.

J. Mini – tubbing or tubbing of any kind is allowed.

K. All hoods must have a minimum of 3 mounting points. If the factory hood latch is removed, a minimum of two captive type hood pins will be substituted. The sameis required of the rear hatch/trunk lid.

L. Air extractors are allowed on the hood and fenders.

M. An aftermarket splitter extending and attaching to the K-member is allowed.

N. Underbody aero aids are permitted.

O. Brake cooling ducts are allowed.

P. Nose screening may be used to cover all openings.

Q. Ducting behind the nose, in front of and below the wheel is free.

R. Cars must always have at least two brake and taillights with a minimum of one working .

S. Interior mounted rear-view mirrors are mandatory. External rear view mirrors are recommended.

T. Air jacks will not be allowed for use during the race or at any time while in pit laneor the hot pits. If installed, they may only be utilized in the paddock area.

U. Doors must remain unlocked at all times.

V. If a car is equipped with a sunroof, it must be removed or replaced witha permanently affixed metal plate of the same shape and size.

W. Convertible/T-top cars will not be allowed.

X. Maximum track width for all cars as measured from the furthest outside edge of the tire to the furthest outside edge is 78 inches.

Y. All holes in the firewall and floors must be sealed.

Z. Windshield – windows may be replaced by Lexan at least 3/16″ thick forthe windshield and 1/8” in all other areas. All non-factory installed windshields must be securely fixed in place. They must also be braced internally with adequate braces running from the top of the roof (or roll cage) to the bottom of the windshield frame. This is not required for factory installations. Driver and passenger side windows must be removed. All quarter and rear windows may be replaced with Lexan at least 1/8” thick. Non factory rear windows must also be braced.

AA. Minimum post-race weight with driver and Hp will be a 6:1 ratio.

## 5. Wheels and Tires

A. Any wheel may be utilized so long as it mounts to the factory orapproved aftermarket hub/axle or spacer and is 18 inches in diameter.

B. Tires will be 18”X12” slick. Manufacturer to be selected before 2011 season.

## 6. Brakes

A. ABS is not allowed.

B. All OEM brake systems with the possible exceptions listed below are legal.

C. Maximum rotor diameter is 14.0 inches front and rear. Larger rotors must be

approved by AV8SS.

D. Water cooling of brakes is not allowed.

E. Carbon or ceramic rotors are not allowed, except by AV8SS approval.

F. Brake calipers are unrestricted.

G. Cockpit brake bias adjustment is allowed.

## 7. Suspension

The intent of the suspension rules is to encourage aftermarket participation and support. In order to be classified as such, **all parts must be readily available to the general public and, in most cases, present in a catalog.**

This does not however preclude some LIMITED leeway on the individual producing similar parts. What should be avoided are "one-off" suspension systems and components. As this is admittedly a gray area, any questions regarding suspension should be forwarded to the series rules committee, director of competition or the chief steward for clarification and WRITTEN approval.

A. Suspension mounting points may not be changed with the following exception:

1. Vehicles retaining a Macpherson strut front suspension must utilize the stock mounting strut points though caster/camber plates are unrestricted. In nocase may the front shock towers be removed or altered on a car originally equipped with same.

2. Vehicles factory equipped with a front A-arm suspension may change thelocation of the pivot points of either the upper or lower arms. For those vehicles originally equipped with struts and subsequently changed to an SLA, the SLA arrangement must fit within the confines of the original strut tower. Factory front upper and lower control arms may be replaced with aftermarket or fabricated replacements.

3. Rear shock absorber upper and lower mounting points are free and may lie inany plane from vertical.

4. On vehicles with rear lower control arms, modifications may be made to allowthe fitment of different length arms. Forward attachment points will not intrude through the floor pan of the car.

B. Aftermarket front K-members are allowed so long as constructed of steelmaterial. Accompanying aftermarket control arms and coil-over kits are approved.

C. Rear suspension may consist of Watts links, torque arms, Panhard bars, and various 3- and 4-link systems. Intrusion for 3- and 4-link systems into the cockpit isallowed so long as the moving parts are covered with sheet metal and the present no safety hazard. Coil over systems are approved.

D. Cock-pit adjustable sway bars, springs and shock absorbers are NOTpermitted.

E. Cross connected shock absorbers are not allowed and only one shock absorber is permitted per wheel. "Kicker" shocks as on late model Mustangs are not considered a shock absorber in the context.

F. Bushing material is free.

G. All suspension components must be of a homogenous metallic material with the exception of transverse leaf springs and rear leaf springs for various models that may be of an aftermarket composite material.

## 8. Exhaust system

A. Catalytic converters removal is strongly encouraged.

B. Mufflers are not required except at those tracks where a decibel limit exists.

C. Exhaust must exit behind the driver but beyond that the routing and type ofexhaust is free so long as it is executed in a safe manner.

D. Variable exhaust systems are allowed.

## 9. Driveline

A. Traction control systems will not be allowed.

B. Any commercially available manual transmission will be allowed. Aftermarket sequential shift transmissions will be allowed.

C. Four wheel steering is allowed.

D. A driveshaft loop or retaining device of some sort must be employed in the eventof driveshaft failure.

E. Automatic and semi-automatic transmissions will be allowed only on a case bycase basis if the driver can show cause.

F. Rear axle assemblies are free. However, vehicles must race with the same type of rear axle as was produced from the factory, i.e. solid rear axle versus independent. Exceptions for retrofit will be made on a case by case basis.

## 10. Steering

A. Quick release steering wheels areallowed.

B. ALL air bags must be removed ordisabled.

C. Steering wheel locks must be disconnected.

## 11. Fuel Tanks

A. All cars will be required to have fuel cells. The exception to this rule is a vehicle factory-equipped with a mid-mounted fuel tank such as the Chevrolet Corvette. Maximum fuel cell capacity is 25 U.S. gallons. All fuel cells must be as produced by the manufacturer. Fuel cells must be separated from the driver by a metal bulkhead. Fuel cells must be of the bladder type encased in steel or aluminum. FIA certified bladders added to OEM tanks will be allowed.

## 12. Safety

A. All cars must meet or exceed SCCA standards as detailed in the SCCA GCR's for improved Touring Safety Requirements. All vehicles and competitors must be outfitted with proper SCCA GCR–compliant safety gear including but not limited to: legal roll cages, fire suppression systems, harnesses, window nets, safety switches and proper drive attire. Regardless of vehicle weight, the use of 1.75 inch X .120 inch DOM Roll Cage Material is highly recommended.

B. The roll cage must comply with the roll cage safety standards of the SCCA GCR. The roll cage may extend through the firewall to the strut towers or forward frame sections. Vehicles without strut towers may run a single bar from the cage, through the firewall to the front most portion of the frame rails. Holes must not be drilled anywhere in the roll cage with the exception of a single inspection hole. The number of roll cage contact points with the chassis and frame rails are unrestricted. The roll cage can have unlimited mounting points and can help with chassisstiffness.

C. Seats must be of a fixed-back competition type. No reclining seats areallowed.

D. All overflow lines/ports must utilize catch tanks. The only one of these thatmay intrude into the driver compartment is the catch tank for the rear axlefluid.

E. Anti-freeze is not allowed at any time.

F. Appropriate 6-point harnesses are required. FIA harnesses will have a 5-year expiration date; all others will be good for 2 years. Head and neck restraintsæstrongly encouraged.

G. A Snell 2005 or better certified helmet is required. The helmet must be of an "SA" designation. "M" designated helmets will not beallowed.

H. Eye protection is required.

I. All vehicles will be required to have an on-board fire extinguisher (minimum 2.5 lbs).

J. Any pressurized lines with fluids traversing the driver's compartment must be armored (see GCR Section 9.3.23.B).

## 13. Appearance

All cars will be maintained to the highest standards of appearance with full consideration of the fact that they are in fact race cars.

Dented or unpainted cars will not be allowed on track without permission from either the Chief Steward or the Director of Racing.

All cars will also be required to run AV8SS windshield banners.

## 14. Miscellaneous

AMB transponders are required on all cars. Transponders will be available for sale/rent.

### SSC5 - SEALED SPEC C5

MAX Rear Wheel Power (Sealed) **350RWHP and 355RWTQ**

MIN Weight (with driver per GCR 9.3) **3250lbs**

[An Item in RED with an asterisk* may indicate a Contingency Rewards Program]

The SSC5 class is limited to stock (Non Z06) base model C5 Corvettes (1997 to 2004). The vehicle identification number (VIN) shall correspond with the model year classified. VIN plates or stampings shall remain in place. There must be at least one VIN plate or stamping on the dashboard or chassis that corresponds with the model year classified.

**[A] PURPOSE:** TheSSC5 class incorporates the purposes of the Touring Category, with the added purpose of providing close competition between cars of the same make and model which have been dyno tested and sealed to offer similar performance.

***[B]*** **INTENT:** SSC5 vehicles shall, at all times, be in compliance with the specifications contained within their Factory Shop/Service Manual(s) except as modified by these rules. Factory Shop/Service Manuals may come in the form of printed material, microfiche, CDs, DVDs and/or Internet access to manufacturer sponsored web- based databases. It is the responsibility of the competitor to provide the electronic device capable of accessing electronically-stored or Internet data for compliance verification. *In addition, all SSC5 cars must comply with Section 9 of the current GCR.*

**[C] SPECIFICATIONS:** Competitors in SSC5 must have in their possession a Factory Shop/Service manual or its equivalent (See TCS section 9.1.10.B) for the specific make, model and year of the automobile entered. This manual or its equivalent will assist in determining the originality and configuration of the automobile, and shall be presented at Technical Inspection for every event and when otherwise so officially requested. If the Factory Shop/Service Manual is not available, then competitors shall have a copy of the official SCCA Vehicle Technical Sheet (VTS) with them at every event and shall present it for reference when officially requested.

**[D] MODIFICATIONS (Configuration)**Permitted components or modifications may not perform a prohibited function. Updating or backdating is not allowed, except as specifically authorized in these rules.

## 1. ENGINE

## a. Component Modification

1. Overhaul procedures which in the slightest way could increase performance beyond factory specifications may not be utilized, e.g. porting/polishing, etc.

2. Blueprinting and balancing is allowed.

3. No engine component(s) may be modified in any manner not specifically permitted or authorized by the Factory Service Manual or legitimate Factory Technical Bulletins.

4.Engine **preparation***shall comply with all of the following rules:

A. All internal engine components used in rebuilding or refurbishing the engine must have been offered for sale by GM/Chevrolet in the US for the correct rear and VIN of the year, model and VIN of that particular Corvette, except as otherwise provided for in these rules. This rule is intended to prevent the use of aftermarket parts and/or GM/Chevrolet parts of incorrect specification orapplication.

B. Assembly, rebuild, and refurbishing procedures, and all resulting dimensions, must adhere to the published factory service specifications and service procedures, except as otherwise stated in these rules.

C. No component may be added or omitted from those specified by the published factory service procedures. All components must be of standard dimension. However, it is permitted to use industry standard procedures to repair damaged components other than the engine (e.g., welding

a transmission or differential housing).

Any water pump, timing chain, or alternator of OEM design, dimensions, and specification may be used regardless of origin.

D. If the Factory Service Manual or these rules provide only a partial specification or no specification at all, compliance shall be determined by comparison with new parts supplied by GM/Chevrolet.

E. No modification is allowed to any fuel injection or engine management component, or to any electrical, cooling, or lubrication system, except as specifically authorized in these rules. All systems are subject to factory test procedures and must conform to OEM specifications as stated in the GM/Chevrolet Factory Service Manual.

F. Unless otherwise specified, the engine maintenance procedures allowed include the replacement, but not modification, of external engine parts and engine system parts. All parts within the engine must be stock GM/Chevrolet OEM parts.

G. Compression ratio may not exceed **10.5:1** (Stock LS1 compression ratio is 10.1:1).

H. In addition, the engine shall be dynamometer tested and sealed by Kevin Murray or his technician at MCE Racing (530.934.3237), or by another SFR-approved dyno shop and technician and shall read no more than **350 RWHP** or **355 RWTQ**.

I. The dyno process shall be conducted as follows:

a. The dyno shop shall supply, gap and install a standard ACDelco spark plug for the model year as specified in the GM/Chevrolet factory service manual, gapped at the positive electrode end as specified in the factory service manual.

b. The dyno shop shall check for proper oil levels using MCE retained C5 oil dipstick and shall check to ensure the oil measurement system has not been altered.

c. The dyno shop shall tune the SSC5 engine to target HP target window of 350 HP +/- 1.5 HP and 355 RWTQ +/- 3 ft lbs by adjusting the distributor and/or the MAF valve. All testing shall be performed before the engine cooling fan starts.

d. While checking the HP, the dyno shop shall look for any indication of an out of range power train drag issue by performing a negative HP test using a Dynojet 224X dyno.

e. An engine that cannot be raised to meet the HP target may be sealed with the owner's approval

after notification of that result.

f. If the engine fails, the driver may only be told that the car could not meet the SSC5 sealing criteria for the following reason(s):

(i) One or more seals were found to be damaged or missing.

(ii) The HP test was above the target range.

(iii) The negative HP test was above the target range.

g. Once the engine is in the proper HP target range, the dyno shop shall seal the oil pan, valve cover, ECU, airflow sensor and cam sensor using the proprietary SF Region color/bar code detection system approved by SFR Tech.

h. The seals to be installed on the engine shall be pre-approved by, and registered with, SFR Tech. Once installed, it is the sole responsibility of the competitor to make sure the seals remain secure and intact at all times.

i. Upon request, ach dyno shop shall provide SFR Tech with a supply of its proprietary engine seals.

j. At any SFR Regional Event, any SSC5 car may be selected for a compliance check, which may include a dynamometer check for max RWHP and RWTQ using a SFR-designated dyno shop.

k. The Chief Steward at an SFR Regional Event may order seals broken so that a valve cover and spark
plugs can be removed, and a pair of rocker arms disabled at impound to check the engine for compression ratio via "Whistler," for volumetric displacement via P&G meter or for cam timing and/or profile via a Cam Pro Plus analyzer in the car. If the engine is found to be compliant, Tech shall reseal the engine.

l. A car with a missing or damaged seal, or with a dynamometer reading greater than 350 RWHP or 355 RWTQ, shall be disqualified from that event, and may not compete until re-tested and re-sealed at the owner's expense. All compliance and testing results shall be posted at SFR Tech.

m. The car shall be deemed to fail the dyno inspection only if it is determined from the dyno process that the car's RWHP was above the target levels, the car's negative RWHP was above the target range, or a compliance seal was found to be broken or tampered with. The dyno shop shall notify the SFR Chief of Tech why the car failed.

n. The dyno shop shall also provide an SCCA witness statement and meet with the SOM as required to document the results of the testing for the purpose of assessing penalties. In the event a car fails its dyno test, a copy of the dyno sheet shall be supplied to the SOM and the SFR office.

**b. Induction System:**

1. The throttle body (Part #17113564 for 1997-1999, Part #17113669 for 2000-2004) and MAF may be replaced with OEM replacement parts. However, the throttle body may not have a diameter greater than that of the stock throttle body diameter (75mm), and the method of throttle body actuation may not be modified from stock (i.e. fly-by-wire vs. cable).

2. The air intake ahead of the MAF may be modified or replaced with an **aftermarket unit***so long as it is located in front of and does not replace the MAF, and any air filter element that fits that unit may be used.

3. An unmodified LS6 intake for a C5 may be installed as an upgrade on a pre-2000 C5 Corvette. Associated LS6 intake Part Numbers:88894339, 88890524, 88890523, 12573572,12561184.
4. Only OEM Factory stock as manufactured by GM/Chevrolet LS1 & LS6 intake manifolds made for and installed on the 97-04 C5 Corvette are allowed with no modifications. Either of the two intakes may be used on any year C5.

**c. Block:**

1.The OEM engine block may not be modified or polished in any way and cylinder bore dimensions must remain as originally specified by the Factory Service Manual. No "oversize" bores are allowed.

2. The OEM engine block (Cast Part #s 12550592 yrs 97-99, 12559846 yrs 98-00,12559090 yr 98, 12559378 yrs 00-02,12560626 yr 00, 12561168 yrs 01-04, 12561166 LS1 replacement Chevy Performance Catalog) may be decked/milled so long as the compression ratio remains within these rules.

3. Honing of cylinders is permitted to a maximum/minimum standard diameter of 3.898"+.002"/-.002".

4. Cast iron cylinder liners (sleeves) are permitted.

5. Balancing and blueprinting of the block and rotating assembly is allowed, but there may be no increase in displacement.

### d. Cylinder Heads:

1. The gasket face of the cylinder head may be resurfaced provided the maximum compression ratio is not exceeded and the minimum cylinder head height is maintained.

2. Any head gasket is allowed so long as compression ratio does not exceed the limits set by these rules.

3. The cylinder heads may not be ported, polished, or machined except as specified within these rules.

4. No material may be added to the cylinder heads of any type.

5. Port matching is allowed so long as no material is removed more than ½" from the outside flange surface.

6. Any valve cover may be used provided the coil packs are in the stock OEM location.

7. A standard 3 angle valve job is allowed, but no metal may be removed from the combustion chamber bowl.

8. Only cylinder heads with the following part numbers are allowed:

**LS Gen III Small Block Chevrolet Cylinder Head Casting #s**

| Casting # | Usage | Port Type | Year | CID | CC | INT | EXH | Mat'l |
|---|---|---|---|---|---|---|---|---|
| 10215339 | LS1 | CATHEDRAL | 97 CORVETTE | 346 | 67 | 200 | 70 | AL |
| 12558806 | LS1 | CATHEDRAL | 97-98 CORVETTE/F-BODY | 346 | 68 | 200 | 70 | AL |
| 12559863 | LS1 | CATHEDRAL | 99-02 CORVETTE/F-BODY | 346 | 68 | 200 | 70 | AL |
| 12559853 | LS1 | CATHEDRAL | 99-02 CORVETTE/F-BODY | 346 | 68 | 200 | 70 | AL |
| 12564241 | LS1 | CATHEDRAL | 00-04 CORVETTE | 346 | 68 | 200 | 70 | AL |

### e. Camshaft and Valve Gear:

1. All valve sizes, seat dimensions, and angles, etc., shall conform to the specifications and procedures outlined in the Factory Service Manual.

2. In addition, all of the following is required:

A. The standard LS1 camshaft (Part #12561721, 12560968, 12560964, or 12554710 depending on year and availability) and the standard LS1 camshaft and crankshaft sprockets (camshaft sprocket, Part #12576407; crankshaft sprocket, Part #12556582).

B. The timing chain must be installed as specified in the GM/Chevrolet Factory Service Manual, and cam timing may not be altered.

C. Only an OEM reluctor ring (Part #12559353 -24x or #12586768 - 58x) and OEM sensors (Crank Position Part #12560228, Cam Position Part #12561211) are allowed.

**f. Valve Train:**

1. Only standard size LS1 intake and exhaust valves (Part #s12563063 intake, 12563064 exhaust) may be used, with no machining allowed except as necessary to mate the valve to the valve seat in accordance with the GM/Chevrolet Factory Service Manual.

2. Any valve guide and seal may be used.

3. Any pushrod matching OEM specifications is allowed.

4. Only OEM GM/Chevrolet lifters (Part #17122490; individual lifter, #12499225 lifter kit) are allowed.

5. Only OEM LS1 5.7L rocker arms and pivots (Part #10214664 rocker, with 1.7 to 1 ratio) are allowed.

6. Only OEM LS1 valve springs and seats (Part #12589774 spring, #12482063 seat/seal) are allowed.

**g. Crankshaft:**

1. The stock Chevrolet LS1 crankshaft (Part #12559354) may not be modified except for machining to allow for balancing and blueprinting.

2. Shot-peening to stress-relieve the crankshaft after machining is allowed.

3. Only OEM or equivalent aftermarket main and rod bearings may be used, but they must be within the standard ranges allowed in the GM/Chevrolet Factory Service Manual and may not be modified in any way.

4. The crank triggers (Part #12560228) and crank pulley/balancer (Part #12560115) may not be altered or modified in any way.

**h. Connecting Rods:**

1. Only GM/Chevrolet OEM connecting rods (Part #12568734)are allowed.

2. Connecting rods may only be modified for balancing and blueprinting purposes.

3. Eye-to-eye dimension and crank-journal-bore-to-wrist-pin-bore dimension must meet factory specifications.

4. Wrist-pin-centerline-to-deck measurement must meet factory specification

**i. Pistons:**

1. Chevrolet OEM pistons (Part #88984245 bare piston; #12575663 set) must be used and the weight of each piston must meet OEM specifications (434 grams).

2. No machining is allowed on the top deck of piston; and no machining or modification elsewhere on the piston is allowed other than that necessary to match piston weights.

3. Only GM/Chevrolet OEM LS1 piston rings (Part #88984247) are allowed, but modification of the piston ring end gap width is allowed.

**j. Fuel System:**

1. All fuel system components, settings, and specifications shall be as specified by the manufacturer. Fuel filters may be substituted with other fuel filters of equivalent OEM specifications.

2. The stock fuel tank may be replaced with a **fuel cell*** that is designed to mount in the OEM fuel tank location oris specifically designed to mount in the spare tire well, provided that it is not

necessary to modify any bodywork to accomplish the installation other than for the purposes of fastening the cell securely in place.
3. A single auxiliary aftermarket **fuel transfer pump*** is permitted if the only function this transfer pump performs is to transfer fuel to the OEM pump.

4.Only unleaded **fuel*** is allowed, but any brand or octane unleaded fuel may be used including any brand of **100 octane***unleaded fuel.

### k. Oiling System:

1. The brand and viscosity of **engine oil***used and theuse of **oil additives*** arefree.

2. An **engine oil filter*** may be substituted with any unit meetingOEMspecifications.

3. Any oil catch can and/or oil cooler(s) is allowed.

4. An electric or manually activated **Accusump***or **Oil Accumulator***and related hoses and brackets is allowed.

### l. Ignition/Starter/Electrical System:

1. Any brand or heat range of **spark plug***and any**ignition wires*** areallowed.

2. Only GM/Chevrolet OEM ignition coils (Part #12558948) are allowed.

3. A replacement **battery*** is allowed, but it must remain in the stocklocation.

### m. Exhaust System:

All cars in SSC5 shall either:

1. Retain the complete stock exhaust system, including OEM header, withthe catalytic converter replaced by a test pipe having the same dimensions, or

2. Replace the complete stock exhaust system with an**LG Motorsports SSC5 Kit***(C5 1 3/4 upper Pro Headersand X-Pipe replacing the catalytic converter(SKU 2139), and (2) **FlowMaster Mufflers***(Part #s: left 525802-L , right 525802-R).

### n. Radiator:

1. A radiator screen of minimum one-quarter inch mesh may be added in front of the radiator but shall be contained entirely within the bodywork of the vehicle.

2. An aftermarket replacement **radiator***with an enclosed overflow tank is allowed, provided it mounts in the original location, maintains the same plane as the original core, and requires no body or structural modifications for installation. No new openings created by fitting an alternate radiator may be used to duct air to the engine.

### o. Air Conditioning:

1. The factory and/or aftermarket air conditioning system may be removed, provided that at least the compressor and condenser are also removed. All duct work, wiring, Freon lines, valves, evaporators, dryers, and dash controls may remain. If the air conditioning compressor is an integral part of the drive system, the compressor may be retained and disabled or replaced with an idler pulley that serves no other purpose.

2. Items that serve a dual purpose, such as an alternator/air conditioning compressor bracket, etc., may not be substituted.

3. The gaps around the radiator that are created by the removal of the air conditioning condenser and related items may be sealed with foam.

4.Any radiator **cooling fan(s)*** are allowed, as is the use of any thermostat or none.

**p. Other Engine Components:**

1. **Fluid hoses*** and their clamps, accessory drive belts (fan, alternator, etc.) and related clamps and hardware, are free.

*2.* The Engine Management Computer or ECU (Part # 88984247) may be altered, by aftermarket **ECU Tune*** or otherwise, but not replaced. All modifications must be done within the original housing. Whether the car meets federal emission standards or not, it must provide OBD II compliant data to the data link connector.

3. Cosmetic engine covers made of plastic may be removed.

4. Any **power steering cooler*** and/or any **power steering fluid*** is allowed.

**2. TRANSMISSION & FINAL DRIVE:**

a. Only the base-model [non-Z06] OEM six speed C5 manual transmission(Part #12589535)with [Ratios 2.66/1.78/1.30/1.00/0.74/0.50] and companion final drive [3.42] are allowed, with either a C5 limited slip differential (Part #12551769, replaced by Part #12572683) or a locked rear end.

b. Either a stock flywheel (Part #12571611) with clutch and pressure plate (Part #12570806)or an equivalent

**ACT*** replacement part meeting the exact OEM stock dimensions and weight is allowed.

c. Transmission and final drive **lubricants*** and lubricant additives* are free.
d. Any transmission and/or final drive **cooler***, and any transmission catch can is allowed.

**3. SUSPENSION:**

SSC5suspension components shall consist of one of the following packages:
a. The stock base-model C5 suspension package (Part #s: Front Spring 15233396, Rear Spring 22179020, Front Shock 10431990, Rear Shock 10431991, Front Stabilizer Bar 10424741, Rear Stabilizer Bar 10424743).

b. The GM Motorsports T1 package (Part #124800062, since discontinued).

c. The**LGSSC5 Suspension Kit***consisting of all of the following:

A. Ride-height adjustable GT2 Coil Overs on 12-way adjustable(non-reservoir) shocks and struts (SKU 2176), sold as part of GT1 Sway Bar Package (SKU 2210) below.

B.GT1 Sway Bar package (SKU 2210) comprised of: i.Mono ball pivot mounts.

**ii.** 38mm tubular front sway bar.

**iii.**LG27mm solid three-way adjustable rear sway bar.

**iv.** An optional adjustable end link kit; plus

C. LG Motorsports Bushing Kit (GM Performance SKU 1813), and

D. LG Motorsports Camber Kit (SKU 6699).

**4. BRAKES:**

a. **Brake pads*** and **brake fluid*** are free.

b. Brake rotor dust shields may be removed.

c. Flexible rubber brake lines may be replaced with Teflon-lined, **metal-braided hoses***.

d. **Brake ducts*** are allowed, but they must serve no other purpose. Fender liners may be modified solely for routing and attachment of brake ducts. Duct intake openings may be created by opening 2 sections up to14.5 square inches each in the front fascia. The stock headlamp location may not be used for brake ducting.

e. Parking brake and mechanisms, and actuating components may be removed.

Ffront and rear **brake rotors***shall be OEM rotors (Part #s Front R 10445856, L 1044585; Rear R 10445858 L 10445859) or equivalent aftermarket replacements.

g. Front calipers shall be either OEM calipers (Part # R 12530682, L 12530683) or **Wilwood*** SLC56 calipers,

and rear calipers shall be OEM calipers (Part # R 12530684, L 12530685).

**5. WHEELS AND TIRES:**

a. Cars equipped with lug bolts may convert to wheel studs and lug nuts.

b. Wheel studs may be replaced with longer studs as necessary to fit optional wheels, and wheel spacers maybe used for purposes of adjusting track.

c. All **wheels*** shall be factory C5 Z06 18 x 10.5 rear wheels (Alcoa Z06 Forged Wheels Rear, #9593805 & #9593806; Speedline Wheels Z06 Spuncast Wheels Rear, #9594810 & #9594811) mounted with **Spec Toyo Tires***either ***275/35-18RRs*** (slicks) or ***275/35-18R888s*** (treaded tires).

**6. BODY CONFIGURATION, COMPONENT MODIFICATION:**

a. Component Alignment: All body components shall maintain their original occurring gaps, and seams may not be taped over.

b. Door glass may be removed. Otherwise the car shall run with both front door windows fully open (down).

c. Hatchback "privacy covers" shall be completely removed.

d. Both of the vehicle's doors must be able to be opened from both inside and outside the vehicle. Electric doorlatches may be removed and replaced with mechanical linkage. Mechanical door latch location must be marked so to be visible to workers.

e. Fenders and wheel openings shall remain unmodified. It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance. Cars with plastic or composite fenders may remove any interior wheel opening lip so long as the resulting material edge is no thinner than the basic fender material thickness.

f. Only original equipment front spoilers, dams, rear spoilers and wings are allowed.

g. Sunroofs, Targa tops, and T-tops are only allowed if installed by the manufacturer of the vehicle. If installed, they must be retained on the vehicle and run in the closed position, securely bolted in place unless the operating rails adequately secure the panel. A glass sunroof shall be replaced with a metal panel or a panel made of the same material as the roof of the car, and all its

associated mechanical components may be removed. The panel must be the same thickness as the roof material and retain the shape of the glass sunroof.

h. An OEM removable hardtop or an equivalent replica **aftermarket hardtop*** shall be installed on a convertible, with the latches replaced by positive fasteners, and the convertible or roadster top shall be removed.

### 7. APPEARANCE:

a. Cars may be painted any color(s). Markings and numbers may be painted.

b. Car shall be neat and clean, both externally and in the engine and passenger compartments.

c. Cars may not show bodywork damage or be presented for competition either totally or partially in primer.

d. Cars that do not bear the identification marks, Club Racing logos, and numbers required by GCR Section 9.3 Identification Markings may not be approved for competition.

### 8. DRIVER'S COMPARTMENT:

a. Aftermarket **steering wheels*,** including removable steering wheels, and any required mounting modifications are allowed.

b. Steering column locks may be removed or disabled.

c. Modifications may be made to the foot **pedals*** to improve the comfort and accessibility to the driver, including adding a dead pedal/footrest and heel stop.

### 9. GAUGES AND ACCESSORIES:

a. An aftermarket tachometer is allowed, as are water temperature, oil temperature, oil pressure, and vacuum **gauges***provided each is securely mounted and performs only its primary function.
b. Interior **mirror(s)*** may be replaced, but no mirror may extend beyond the confines of the interior of the vehicle.

c. Two-way **radios*** may be used.

d. Hand controls are allowed if the driver can demonstrate a physical need for them.

e. Stand-alone **data acquisition systems***may be in use in the car during practice, qualifying and race events, and may be connected to a data link connector in the car to extract available data. This must be a one-way-out connection, with no calibrating or alteration of the PCM done while the car is in motion and the system is in place.

### 10. INTERIOR MODIFICATIONS:

a. Front passenger seat, rear seat back, rear seat bottom cushion(s), all seat-related wiring, sun visors, seat belts and their attaching hardware and bracketry may be removed. In any automobile where allowed removal of seats, upholstery, etc., creates an opening between the driver/passenger compartment and an exposed gas tank, fuel cell, or part thereof, a metal bulkhead which completely fills that opening shall be installed (See GCR 9.3 Fuel Cell Specifications).

b. Carpets, carpet padding, center consoles, floor mats, headliners, sunroof liner and frame, dome lights, grab handles, and their insulating, attaching or operating mechanisms and front door windows may be removed. Sound deadening (melt sheets) and undercoating may be removed on the interior only.

c. Any removable covers for the spare tire, tools, bins, etc., may be removed along with attaching hardware and bracketry.

d. The radio and speaker components may be removed.

e. All other interior trim panels, except the dashboard, may be removed. Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations or gutting is allowed.

f. Rear heating and/or air conditioning ducts which are located under the seats may be removed or modified to facilitate seat installation.

## 11. BALLAST:

a. Some cars may be required to carry specific amounts of ballast [provided a Winner's Weight Program, under which each SSC5 win requires the winner to carry 20 pounds extra weight over 3250 lb, is activated] in addition to the requirements of GCR Section 9.3 Ballast. All specified ballast shall be securely mounted in the passenger footwell of the vehicle, aft of the firewall and any footwell angle, and ahead of the passenger seat.

b. It shall be in segments no lighter than ten (10) pounds and no heavier than fifty (50) pounds and shall be capable of being weighed apart from the vehicle.

c. Each segment shall be fastened with a minimum of two (2) one-half (1/2) inch bolts and positive lock nuts

of SAE Grade 5/Metric 8.8 or better, and shall utilize large-diameter, load-distributing washers.

d. Holes may be drilled in the passenger footwell floor pan for purposes of mounting the ballast (only).

## 12. WEIGHT:

a. Car shall be weighed with driver and required ballast per GCR Section 9.3.

b. If a **cool suit*** system is used, it shall be weighed with the car as it came off the track.

c. Minimum weight is 3,250 lbs. with driver and cool suit system (per GCR 9.3).

## 13. SAFETY:

a. An integrated **roll cage*** is required (See GCR Section 9.4.E.).

b. All seats and seat brackets may be removed.

c. Rear heating and/or air conditioning ducts which are located under the seats may be removed or modified to facilitate seat installation.

d. All cars shall be equipped with a **driver's restraint system*** meeting the specifications of GCR Section 9.3

Driver's Restraint System.

e. All cars shall have a driver's side **window safety net***complying with GCR Section 9.3 Window Safety Nets. Window nets shall be mounted so as to provide protection in the event the driver's door opens.

f. In those cars where a window safety net cannot be installed, **arm restraints*** shall be used, but arm restraints are not otherwise an acceptable substitute for window nets.

g. Window safety clips and rear window safety straps are allowed but not required.

### 14. FIRE SYSTEMS AND EXTINGUISHERS:

a. All SSC5 cars shall have, as a minimum, a **fire extinguisher*** meeting the specifications of GCR Section 9.3.B, Fire System.

b. Alternatively, SSC5 automobiles may be equipped with a **fire system*** meeting the specifications of GCR Section 9.3.A, Fire System.

### 15. PASSIVE RESTRAINT SYSTEMS:

a. Passive restraint systems such as air bag systems shall be deactivated and may be removed. If the car is to be use on public roads, these items should be reactivated.

b. If so equipped, the rolling door lock mechanism may be deactivated by unplugging the components.

### 16. TOWING EYES OR STRAPS:

**Towing eyes** or **towing straps*** shall be fitted Per GCR Section 9.3.47.

### 17. ELECTICAL MASTER SWITCH:

An electrical **master switch*** may be installed.

### 18. HOOD RELEASE:

The stock hood release cable may be disconnected and replaced with a release cable that is easily accessible from the front of the car, or the stock hood latch also removed, and hood pins used to retain the hood in place.

### 19. CAR CLASSIFICATION:

An SSC5 car may also compete in the T1 class, but there is no guarantee of competitiveness.

## MC – Muscle Car

1. INTENT. Regional only class MC is formed to provide a competition class for those certain cars manufactured between 1964 and 2013, as specified In the SCCA General Competition Rules (GCR) version effective date September 1, 2018, GCR Section 9.1.6 for A Sedan Class (AS), and as shall further be added as a supplement to these rules.

2. SAFETY. All cars shall conform to GCR Section 9 for the current competition year for class A Sedan and/or class T2 for Restricted Prep cars.

3. MODIFICATIONS. All cars shall conform to the specifications listed for A Sedan in the September 1, 2018, GCR Section 9.1.6 with the following changes.

a. Full Prep: Maximum engine displacement shall be 358 cubic inches. Rev limiters may be imposed on any given engine configuration in order to maintain durability and/or engine parity.

b. Full Prep: OEM factory type roller lifters and camshafts within A Sedan

specification may be used.

c. Full Prep: Any OEM factory production iron heads meeting compression ratio, valve size and manifold rules in GCR 9.1.6 may be used.

d. Full Prep: Crate engines meeting manufacturer specifications for the specific car may be used.

e. Full Prep: All gearboxes must use synchro-ring method of gear engagement. No "dog boxes" of any type are allowed. All gearboxes must have and use a 1:1 4th gear.

f. Tires: Hoosier A series tires are specifically prohibited.

g. No hood vents, louvers and/or aerodynamic devices of any type, other than the A Sedan air dam/splitter specification, may be used. The A Sedan spec aftermarket fiberglass hoods may have the rear opening functional.

h. Minimum weight for all cars is 3250 pounds.

i. Minimum weight for all cars using 295 cross section tires is 3450 pounds.

j. All cars shall carry the class designation MC on both sides and the rear of the car with a minimum height of 4".

4. GOVERNING BODY. San Francisco Region SCCA shall be the governing and sanctioning body for MC.

5. CLASS DIRECTOR. A Class Director shall be appointed by the San Francisco Region Competition Director at the beginning of each competition year in January. The Director shall be ratified by a majority vote of class drivers with one vote each for every competitor that participated in the MC class in the prior year. It shall be the responsibility of the Director to liaison with the SF Region in all matters relating to class MC. The Director shall have the power to implement competition adjustments to the class throughout the year with a 30-day notice to all class participants of such adjustments.

6. It is up to each participant to have a copy of the SCCA General Competition Rules (GCR) version effective date September 1, 2018, GCR Section 9.1.6 for A Sedan Class (AS), and as shall further be added as a supplement to these rules.

## DSR–Regional D Sports Racer

### A. Engine and Weight Restrictions

**Type Max. Displ. (cc)**

2 cycle .....900
4 cycle .....1005
Rotary Piston .....450
4 cycle, 2 valves/cyl. Max .....1025
Auto-based 4 cycle, 2 val/cyl. Max ....1305

Minimum weight of all chain and belt-drive cars is 900 lbs. with driver.
All other cars are 1000 lbs. with driver.
No engines used in DSR shall have more than four cylinders.

**DSR Induction:**

Carburation and fuel injection are unrestricted. Turbochargers and superchargers are prohibited.

**Rotary Piston Engines:**

Cars with rotary piston engines by the NSU-Wankel patents shall be classified on the basis of a piston displacement equivalent of twice the volume determined by the difference between the maximum and minimum capacity of the working chamber.

**Other Designs:**

Turbine and steam-powered engines are prohibited.

## B. Safety Equipment:

Shall comply with GCR Section 9. In addition:

1. Glass headlight lenses and bulbs on the front of the car are prohibited.
2. All cars shall provide protection for lower torso and legs of the driver by means of tubing and/or monocoque structure.

## C. Bodywork (see GCR Section 9)

Bodywork shall provide comfort and safety for driver and a passenger or for a driver only. All elements of the bodywork shall be completely and neatly designed and finished, with no temporary or makeshift elements.

1. The bodywork as viewed from the side and above shall cover all mechanical components except that the intake, exhaust, and radiators may be exposed. The bodywork shall extend over the full width of the tires for at least one-third (1/3) of their circumference as viewed from the side. Ventilation slots are permitted. The tires shall not be seen as viewed from directly above (i.e., along a line perpendicular to the axle intersecting the center of the top of the tire), although the rear tires may be exposed as viewed from the rear. Cycle-type fenders (which only cover the tire and are not continuous with the rest of the body) are prohibited. Fenders shall be firmly attached to the bodywork with no gap between body and fender. Aerodynamic skirts are prohibited.
2. It is the intent of these rules to minimize the use of “ground effects” to achieve aerodynamic downforce on the vehicle.

a. For the full width of the DSR body the floor pan lower surface (surface licked by the airstream) shall not exceed 2.54 cm. (one inch) deviation in any longitudinal section through the plane forming the bottom of the tub or chassis floor. The dimension is measured from the point that the surface meets the full width of the body (behind the front wheel or in front of the rear wheel). (This is not to be interpreted as requiring a floor pan beneath the motor, transaxle, transmission, or final drive housing.)

b. No aerodynamic devices (e.g., “skirts”, bodysides, etc.) may extend more than 1 cm (0.394 inches) below this lower surface anywhere on the car to the rear of the front axle. Seat bucket or other protrusions shall not circumvent this rule. Aerodynamic devices shall be securely mounted on the entirely sprung part of the car and not be moveable when the car is in motion. It is not permitted to duct air through any part of the bodywork for the purpose of providing aerodynamic downforce on the car.

c. All ducted air that exits through the top of the bodywork behind the rear of the front tires, excluding the cockpit opening, fender louvers or slots, louvers, grills and similar devices for allowing heat to escape the engine bay shall pass through a heat exchanger.

d. No diffusers are allowed.

3. Dimensions

a. **Height:** No part of the vehicle having special or significant aerodynamic function shall exceed a height of 115 cm (45.25 inches) above the ground with car in normal racing trim, driver aboard. Neither the safety roll bar nor the engine induction intake shall provide an aerodynamic downforce.

b. **Width:** The maximum width shall not exceed 221 cm (87 inches) including all aerodynamic devices. However, no portion shall extend more than 10 cm (3.9 inches) beyond a plane tangent to the outer face of the front and rear wheels with tires. The minimum body width between the front and rear wheels shall not extend inwards beyond a vertical plane connecting the centerlines of the front and rear tires.
c. Length: The maximum overall length shall be 485.3 cm (191 inches).
d. **Cockpit:** The driver's seat shall be capable of being entered without the removal or manipulation of any part or panel except for a removable steering wheel and/or cockpit padding (except for those closed cockpit cars which are specifically allowed by the SCCA). The cockpit opening shall comply with the following minimum dimensions for both single and two seater sports racers: cockpit length: 60 cm (23.662 inches) cockpit width for each seat: 45 cm (17.717 inches) maintained over 30 cm (11.811 inches) from the most rearward point of the seat backrest toward the front.
Forward-facing roll bar and roll cage racing and required padding are not considered part of the dimensions above. The cockpit openings of a non-metallic chassis shall be designed to meet FIA F3 homologation requirements (article 275).
4. **Visibility:** Bodywork shall provide visibility for the driver forward and to both sides adequate for racing conditions. Rear view mirror(s) shall provide the driver with visibility to the rear of both sides of the car.
5. Windscreens are optional.
6. Bodywork shall provide comfort and safety for both driver and a passenger. There shall be seats of equal dimension and comfort for the driver and a passenger equally disposed on each side of the longitudinal axis of the car. Seats shall be firmly attached in the car but may provide adjustment for the size of the occupant. The body surrounding the driver and passenger compartment shall be symmetrical about the longitudinal axis of the car. The passenger's space and seat shall remain useable throughout the competition and shall not be encroached upon by an element of the car or equipment except as provided in these rules.
**Note:** Paragraph 6 does not apply to single seat sports racers.

## D. Wheels and Tires

There shall be no restriction on the size of wheels except for a minimum diameter of ten (10) inches, provided they are identical for the right and left front axles, and identical for the right and left rear axles. Left and right front tires will be the same size; left and right rear tires will be the same size.

## E. Self Starter

Cars shall be equipped with an automatic self-starter and on-board power supply operated by the driver.

## F. Brakes

Cars shall be equipped with a dual braking system operated by a single control. In case of leak or failure at any point in the system, effective braking power shall be maintained on at least two (2) wheels. A separate hand brake (emergency brake) is not required.

## G. Bulkheads and Tanks

Fuel tanks shall be isolated by means of bulkheads and vented so that in case of spillage, leakage, failure of a tank, fuel and fumes will not pass into the driver or engine compartment or around any part of the exhaust system. No part of any oil or water tanks shall be exposed to any part of the driver or passenger compartment. Safety fuel cells (per GCR section 9.3 Fuel Cell Specifications) are required for all cars.

## H. Transmissions

All gear changes shall be initiated by the driver. Mechanical gear shifters, direct-acting electric solenoid shifters, air-shifters and similar devices are permitted. Electronically controlled differentials and devices that allow pre-selected gear changes are prohibited.

## FORMULA MAZDA

**1. Eligibility Only cars homologated as Formula Mazda are eligible for competition in this class.**

**2, Formula Mazda Description Formula Mazda cars are one design, single seat, open wheel automobiles conforming to safety standards as per regulations. Engine - Mazda 13B rotary as approved by SCCA Road Racing.**

**3. The Intent of the Rules All components of the car shall be purchased from Moses Smith Racing, sourced from the supplying manufacturer to Moses Smith Racing or fabricated as exact replicas of components supplied by Moses Smith Racing. It is the explicit intention of these rules and regulations to prohibit innovation and alteration of the cars except as provided by these regulations or supplements.**

**4. Additional Safety Requirements, Decals, and Patches A firewall, full width between the roll bar upright, securely attached at the level of the shoulder harness attachment bolts, up to and bolted to the upper headrest cross member, is mandatory. The manufacturer's new rollover bar design (February 2000) for the Star Race Car FM chassis is accepted. All Moses Smith Racing Formula Mazda chassis shall be converted to the manufacturer's new rollover bar design by 1/1/2001.**

**5. Electrical**

a. Alternators, Moses Smith Racing P/N 080-120, shall be in working order and not modified in any manner. Belt tension shall be within the factory tolerance.

b. Battery shall be securely mounted in front of the master cylinders, in the center nose support frame. Battery type is unrestricted.

c. The wiring harness may be modified so long as it does not change the actual electrical function of the car and does not override the alternator or rev limiter.

d. The use of the MSD (P/N 6446 only) 6T spark box, MSD Soft Touch limiter, or MSD (P/N 6420-6AL), or MSD (P/N 6430-6ALN) is mandatory. Location of the spark box and limiter is unrestricted, provided that access to visually inspect and remove the limiter chip is not impeded. A 6600 rpm limiter chip is standard. A maximum rpm of 6850rpm is allowed. Competitors may use adjustable rev chip (Moses Smith Racing part # 080-135). Competitors are advised that MSD chip function may vary with temperature and should take measures to ensure compliance at all times.

e. Instrumentation is unrestricted F. Bosch Blue coil is mandatory. G. MSD Spark Plug wires (Part #31919) are mandatory.

## 6. Radiators and Plumbing

a. Fluidyne oil cooler #DB30130 or any brand oil cooler measuring (+/- 1/2") 2" thick x 12" wide x 12 1/4" high shall be fitted behind the engine in front of the wing, above the gearbox.

b. Water radiators shall be fitted in both sidepods. They shall be installed in series with each other. The swirl pot shall be connected to the inboard inlet of the left radiator. The outboard outlet of the left radiator shall be connected to the right-side radiator's outboard inlet. Approved radiators: Volkswagen P/N 171121253D. Moses Smith Racing P/N 100-101 and Moses Smith Racing P/N 100-142.

c. All cars shall be equipped with oil and coolant catch tanks per GCR Section 9.3 Oil Catch Tanks, Filters, and Breathers.

d. Flat sheet metal blanking material may be fitted surrounding the radiators and oil cooler to prevent cooling air from leaking around the radiators or oil cooler rather than passing through. Synthetic foam sealing material may also be used for this purpose, provided that any combination of materials do not extend more than 3" beyond the plane of the radiator or cooler, and may not extend outside the standard bodywork. Screens may be used to protect the radiators from damage; screen material is unrestricted.

## 7. Engine

a. The spec engine shall be the six (6) port Mazda 13B Rotary or the four (4) port Mazda Renesis Rotary as approved by SCCA Inc. Said engine is to be sealed by an approved engine builder and shall remain so with no modifications to the engine or any of its accessories or components. All engines shall be returned to an SCCA approved engine builder to be dynoed and resealed with the new generation engine seals.

b. No engine may be rebuilt except by a rebuilder approved by SCCA the Club Racing Board. Approved Engine Builders: Daryl Drummond Enterprises, Inc. 3590 North River Rd Gold Hill OR 97525 mailing address: 9.1.1. Formula Mazda (FM) Specifications GCR - 257 PO Box 678 Rogue River OR 97537 (541) 582-1786

c. The use of any impregnating material in the engine is expressly prohibited.

d. Engine drain plugs shall be safety wired.

e. Alternate Header (13B) Moses Smith Racing P/N 050-133 or Moses Smith Racing system provided with Renesis conversion kit is permitted.

f. Minimum flywheel weight - 8.5 lbs.

g. Alternate one-piece intake manifold (part # 050-142) is permitted. If the Renesis motor is used, the standard, unmodified factory fuel injection must be used.

h. Spark plugs are unrestricted

i. Ceramic apex seals, Mazda part number 0000-01-9115, may be used.

j. Replacement Water Pump, Mazda part number 8AF2-15-010B may be used.

k. Two functional belts must be used to drive the alternator and water pump.

l. External Oil Metering Pump, Oil Injection Lines, Oil Injectors, and Associated Vacuum Lines may be removed and replaced with Oil Metering Pump Block Off Kit (MSR P/N 050-189). Metering Pump block off plate and Oil Injector ports must be plugged and/or sealed to avoid any leakage. When Oil injection system is removed, it is required to use premixed fuel. A minimum of one (1)oz of premium race grade premix oil per gallon of fuel is recommended.

## 8. Fuel System

a. All carburetor jets are unrestricted, but no other modifications shall be made to the carburetor (50mm DCO/sp or 48mm DCO modified to 50mm, as supplied). Chokes 44mm. F.15 emulsion tubes are required. B. Only the standard Weber 48 DCOE intake horns are permitted.

b. Fuel pump, fuel filter(s), fuel pressure regulator are unrestricted. Fuel lines shall be –6 metal braided hose, otherwise unrestricted.

c. Only the factory fuel injection can be used with the Renesis motor. A restrictor plate supplied by the engine builder must be utilized in the throttle body. The plate shall measure .250” thick and contain one 44.0mm hole centered in the plate with no radiusing. No air shall bypass the restrictor.

## 9. Drivetrain

a. Limited slip differentials, torque biasing devices, locking differentials or full locked differentials are prohibited. Aluminum or modification of the unit provided is prohibited.

b. 10:31, ring and pinion.

c. Polishing of driveline components is permissible through either conventional mechanical polishing techniques or by way of chemically assisted systems such as the REM Isotropic finishing system. Coatings are not permitted.

## 10. Weight and Dimensions

a. Maximum wheelbase - 94-5/8”

b. Maximum track front - 59-1/4”

c. Maximum track rear - 57-3/4”

d. Minimum weight with driver = 1350 lbs w/ 6 port 13B, 1400 lbs w/ 4 port Renesis.

e. Ballasting is permitted. Ballast shall be mounted forward of the fuel cell but aft of the instrument panel bulkhead and/or aft of the nose pole but ahead of the master cylinder bulkhead. Ballast shall be mounted securely.

## 11. Suspension

a. Ride height is unrestricted within the standard adjustment range. Droop limiters

are not allowed.

b. Anti-roll bar stiffness may be adjusted within the range allowed by sliding clamps on the anti-roll bar or front bars may be drilled for adjustment. Anti-roll bars may be disconnected.

c. 5/8 or 11/16 inch front and 11/16 or 3/4 inch rear anti-roll bars (solid) are required.

d. Shock absorber settings are unrestricted, but no alteration to the internal mechanism or fluid medium is allowed. Extended top shock spring retainers may be used to ensure clearance from suspension members, or to prevent spring disengagement at full droop.

e. Shock absorber - front: Koni P/N 82x-2236, rear: 82x-2269. Alternates: front: 8216-2420, rear: 8216- 9.1.1. Formula Mazda (FM) Specifications GCR - 258 2421, or front: 3012-1604FMF, rear: 3012-1616FMR. Spring rates are unchanged. Shock absorber sealastic – 55mm P/N 000-141 (Koni P/N 70-34-53-000-0) or 40mm P/N 000-146 (Koni P/N 70-34-54- 000-0). Shock absorber packer(s) P/N 000-147 (Koni P/N 15-34-62-000-0). The number of packers is unrestricted. Sealastics and packers shall be unmodified except that the standard slit may be widened or made into a wedge shape to facilitate installation and removal. When Koni shock absorbers 3012- 1604FMF and/or 3012-1616FMR are used, the Koni shock bumpers P/N 000-152, Koni part # 72-34- 48-000-0 may be used.

f. Springs: Front: six (6) or seven (7) inch + or - 1/4”, unloaded free length, 450, or 750 lbs./inch rate. Rear: eight (8) inch + or - 1/4”, unloaded free length, 400 or 500 lbs./inch rate.

g. Camber, caster, toe-in/out, bump steer, are unrestricted within the adjustment range provided on the car.

h. Manufacturer and construction of spherical bearings and rod ends are unrestricted; however, geometry and length cannot be changed.

i. Allowable Lower Control Arm Configurations 1. Original Front Lower Control Arm Moses Smith Racing P/N 000-118 can only be used with Camber Sleeve Moses Smith Racing P/N 000-119 and Camber Nut Moses Smith Racing P/N 000-120 with no modifications to any of the parts. 2. Updated Front Lower Control Arm Moses Smith Racing P/N 000-158 can only be used with Updated Camber Sleeve Moses Smith Racing P/N 000-159 and Camber Nut Moses Smith Racing P/N 000-160 with no modifications to the parts. 3. Original Rear Lower Control Arm Moses Smith Racing P/N 020-110 can only be used with Camber Sleeve Moses Smith Racing P/N 000-119 and Camber Nut Moses Smith Racing P/N 000-120 with no modifications to any of the parts. 4. Updated Rear Lower Control Arm Moses Smith Racing P/N 000-133 can only be used with Updated Camber Sleeve Moses Smith Racing P/N 000-159 and Camber Nut Moses Smith Racing P/N 000-160 with no modifications to the parts.

## 12. Wings

a. Wing “angle of attack” (front and rear) is unrestricted within the adjustment

range. Rear wing adjuster link (P/N 110-126) length is 2.25” overall. It is permitted to shorten existing rear wing adjuster links to 2.25” overall length to match revised part (P/N 110-126).

b. Wings may be of aluminum construction, but shall conform to stock dimensions as described by the manufacturer.

c. Gurney flaps for wings (3/4” Front max. & 3/8” Rear max.) are permitted, provided they are mounted on the upper surface of the wing). Note: Gurney flaps are measured from the upper wing surface, normal to the surface and must not serve to increase the plane of the wing. (Quick change attachment is prohibited, bolted or riveted only)

## 13. Brakes

a. Tilton brakes bias adjustment may be fitted.

b. Brake master cylinder - Use of (any) 3/4” or 5/8” master cylinders (with individual reservoir) is approved.

c. Any mass produced brake pad that fits the standard caliper without modification is permitted.

d. Modification of brake rotor is prohibited. Option: Two piece brake rotor, Moses Smith Racing P/N 040-126 and Moses Smith Racing P/N 040-127 may be used. Minimum brake rotor thickness = 0.300”.

e. Optional brake caliper Moses Smith Racing P/N 040-130 may be substituted.

f. The use of any ferrous brake caliper piston is permitted.

## 14. Tires and Wheels

a. Formula Mazda Tire Specification - 1. Dry Tire - Goodyear 470 Compound Tire a. Front Tire - Goodyear P/N D2659 - 20.0 x 7.0 - 13 - 470 Compound

b. Rear Tire - Goodyear P/N 2660 - 22.0 x 9.0-13 - 470 Compound 2. Rain Tires - open B. A competitor shall start the race on tires used in a qualifying session for the race as identified by markings made on the tires by a race official. It is the responsibility of the competitor to ensure that his or her tires are appropriately marked prior to, during, or immediately after a qualifying session. On weekends where there are two races and only 1 qualifying session, this rule may be waived for the second 9.1.1. Formula Mazda (FM) Specifications GCR - 259 race.

c. For races with more than one qualifying session, a competitor shall start the race on any marked tires from any qualifying session for the race.

d. If a competitor chooses to start the race on any tires that were not used in a qualifying session for the race and not appropriately marked, the competitor shall forfeit his or her grid position and start from the back of the grid. This forfeiture of grid position shall not apply if all qualifying sessions for the race were run under rain or wet conditions.

e. If a tire is damaged during a qualifying session, the competitor may replace that tire with a used tire upon approval by the Chief Steward. Should a tire be replaced for any other reason, the competitor shall forfeit his grid position and

start at the back of the grid.

f. Rain tires may be used at any time. In the event that a grid position is determined by use of a manufactured rain tire (excluding hand grooved tires), the competitor may elect to start the race on either the rain tire which was used in qualifying or slicks which are otherwise compliant.

g. Any competitors deemed to have taken steps to circumvent these rules, or deemed to have used a foreign substance on the tire in order to gain an advantage shall be immediately disqualified from that event.

h. All cars shall run BBS (8" x 13") front and (10" x 13") rear wheels as specified by the manufacturer. Alternate BBS wheel center (Moses Smith Racing P/N 000-143 & 000-104) are permitted. I. Use of tire warmers or cooling methods other than natural air convection or conduction is prohibited.

## 15. Gearbox

a. All cars shall be equipped with some combination of the following gears: Mark5, or Mark8 Series Gears 15:36 – 15:30 – 15:25 – 17:34 – 19:32 – 18:25 – 21:29 – 17:23 – 22:30 – 24:27 – 19:23 – 23:28 – 25:26 – 26:25 – or 26:26 Webster; 24:24 Hewland

b. Additional approved gear ratios may be added by the manufacturer with SCCA Club Racing Board authorization.

c. Reverse shall be installed and in workable condition.

d. Gearbox rear covers may be modified to permit installation of longer shift finger shafts.

e. Transmission drain plugs shall be safety wired.

f. Shift rail stops may be added to transmission shift mechanism.

## 16. Clutch

a. Only a 1700 Pound KEP, 2300 Pound KEP, or Stage 2 KEP (Moses Smith Racing part # 060-104) all steel pressure plate is permitted and must be used unmodified. The pressure plate may be resurfaced; minimum thickness shall be .475 inch measured from the friction face to the inside face of the mounting tab. [The original pressure plate is no longer available. The replacement is the KEP Stage 2, all steel plate.]

b. Clutch disc may be a "Dalkin" or "Marchal" or L&T disc remanufactured on VW core with organic friction material. Moses Smith Racing P/N 060-103 C. Minimum flywheel weight - 8.5 pounds. Moses Smith Racing P/N 060-102

## 17. Mufflers

a. All cars shall be equipped with a SuperTrapp muffler P/N 5AS-2556 with none or any number of plates installed as needed to meet sound If no plates are present the end plate is not required.

b. The main muffler, Power Pulse Muffler (Racing Beat) P/N 16400, shall be in good working order with no removal of steel wool or other alternations allowed.

c. The following options are allowed: 1. Use of the approved “Lo-back” muffler as a substitute for the Racing Beat muffler. Alternate Muffler Moses Smith Racing P/N 050-134 and header Moses Smith Racing P/N 050-133, are permitted. All other specifications to remain the same. 2. Use of deflectors such as the SuperTrapp mud ring are allowed.

## 18. Headers

Headers must be unmodified except that high-temperature coatings are permitted.

## 19. Hardware and Fluids

a. Fasteners, links, and rod ends may be either metric or standard threads, but shall be at least grade five (5). Hardware and fasteners may not be modified to change adjustment parameters. Titanium hardware is not permitted. Tubular or Hollow bolts are not permitted.

b. Brake fluid, clamps, and radiator hoses are unrestricted. 9.1.1. Formula Mazda (FM) Specifications GCR - 260

c. Lubricants and fluids, except fuel, are unrestricted.

d. Ceramic bearings are not permitted. All bearing components must be ferrous metal, except for bearing retainers and bearing cages. This definition is applicable to all bearings, including, but not limited to, wheel bearings and transmission / gearbox bearings.

## 20. Cockpit

a. Cockpit controls and mechanisms may be adjusted within their stock operating range.

b. It is permissible to modify the driver’s seat. The driver’s seat attachment bracket on the chassis may be modified to facilitate adjustment, but shall ensure positive retention of seat attachment bolts. Seat shell may be removed and the assembly replaced by a poured foam seat.

c. The head rest may be extended forward to improve head support, provided the spacer(s) and attachments serve no other purpose.

d. A quick disconnect steering wheel may be used. Make and diameter are unrestricted.

e. A fabricated sheet aluminum cockpit liner is permitted.

## 21. Bodywork

a. Engine covers are required. Air inlet ducts may be trimmed but must not change profile of outside bodywork.

b. Mirrors are California by Vitaloni - Model #01CBT. Alternate rear view mirror (P/N 110-136) is permitted.

c. No modification to body external contour or dimensions is permitted. No openings may be added or reshaped. A blister may be added to the engine cover if needed for clearance between carburetor linkage and bodywork. Optional:

rearmost, rear face of sidepods may be open, closed, or vented by drilling.

d. The aluminum undertray may be replaced with a stress-bearing undertray, minimum of eighteen (18) gauge steel. This undertray shall be attached to the frame by welding, bonding, or by rivets or threaded fasteners.

e. Star Formula Mazda bodywork or exact equivalent is required.

f. A windscreen may be added to the bodywork, it shall: 1) Not exceed 144 square inches of surface, nor stand more than six inches normal (measured 90 degrees to the surface) to the bodywork. 2) Be constructed from flat stock with no compound curves. 3) Be symmetrical left to right. 4) Not extend more than 12 inches to each side from the car's longitudinal centerline, measured along the cockpit opening. 5) Not constitute a potential hazard to driver, emergency crews or other competitors. G. Engine compartment belly pan, Moses Smith Racing P/N 030-132, or any sheet metal pan covering the underside of the engine compartment, provided it is flat when viewed from the bottom (may have a bend up at the leading edge for stiffness), and does not extend past the trailing edge of the frame, nor more than 1.5" past the outer edges of the frame on each side.

# *NASPORT*

## *2020 Supplementary Regulations*

## *Only N3 will be allowed in 2020*

***Head and Neck Restraint Devices are mandatory in NASPORT***

1) GOAL – NASPORT's goal is to epitomize the purpose statement offered at the very beginning of the SCCA GTCS, "The GT Category is intended to provide the membership and interested manufacturers with the opportunity to compete in purpose built, highly modified replicas of series produced automobiles". NASPORT may alter or adjust specifications and require, permit or restrict certain specific components to equate competitive potential. It is the intent of these rules to allow modifications useful and necessary in the construction and preparation of extremelyhigh performance road racing vehicles to level the playing field within the scope of the GTCS and to offer competition guidelines to better promote the Series through competitive racing.

NASPORT welcomes new competitors who wish to explore our format and stretch their efforts; either in a personal best or to step up to the state-of-the-art tube frame highly developed GT3 and GTL race cars.

2) ELIGIBILITY – All SCCA GT3 and GTL automobiles conforming to the SCCA 2016 General Competition Rules, as modified by Appendix A below are eligible for NASPORT events. NASPORT is a Regional Only class included in Group 3 of the San Francisco Region's Regional weekends. NASPORT N3 (GT-3) and NL (GTL) classes will run concurrently within the NASPORT class. Drivers are required to be a member of SCCA and hold a valid Competition Racing License recognized by SCCA.

3) RACES – All NASPORT races shall be run in conjunction with the San Francisco Region Regional Group 3. All Races shall be scheduled for 30 minutes and/or a number of lapstotaling an elapsed time of 30 minutes in duration as determined by the San Francisco region race officials.

4) ENTRIES – Entries shall be mailed directly to San Francisco SCCA following the SFR SCCA entry procedures. Early entries will assure that you and your car will be included on the official Entry List for the event and provide a better opportunity to obtain your number of yourchoice.

5) REGISTRATION – All participants must complete the San Francisco registration process in accordance with the San Francisco Supplementary Regulations. All participants shall sign the event release and receive the event credential. The Registrar reserves the right tocheck picture ID of any person registering for a pit pass.

6) RACE OFFICALS – NASPORT will be under the control of the San Francisco Region Stewards, Scrutinizers, Registrar, and Timing and Scoring. All NASPORT entrants must comply fully with the San Francisco Region Supplementary regulations.

7) QUALIFYING – NASPORT qualifying will be within the Group 3 qualifying session. The fastest qualifiers in each NASPORT class will be gridded in the order they qualified.

8) DOUBLE RACE EVENTS – All NASPORT weekends will be double race events. AllRaces count for

Series Championship points.

9) TROPHIES - Will be awarded, first through third place, when there are five or more entries per class, otherwise one per trophy per class.

10) CHAMPIONSHIP POINTS - National Sport Sedan Championship points will be awarded to competitors in each class as follows:

1st – 20; 2nd – 17; 3rd – 15; 4th – 13; 5th – 11; 6th – 10; 7th – 9; 8th – 8; 9th – 7; 10th – 6;

11th – 5; 12th – 4; 13th – 3; 14th – 2; 15th & on - 1 point.

SFR Regional points shall be awarded as described in the 2016 SFR Supplementary Regulations.

11) TECH INSPECTION – All cars must complete the San Francisco Region safety inspection tech, meeting SCCA GCR and GTCS requirements prior to competition. Annual techinspection logbook stamps will be accepted.

12) TIRES – Tires are open for NASPORT GT3 and GTL Championship Series. Tires may not be chemically treated. In the case of rain, the Chief Steward may, 30 minutes prior to the qualifying or race, declare it a rain session and tires are open. If qualifying is declared wet, then tires are open for both qualifying and the race.

13) PADDOCK – The San Francisco Region will attempt to provide reserved paddock space for all NASPORT competitors. All NASPORT competitors are encouraged to paddock in the same area. (This will help the NASPORT Series image and enhance your experience. Use of space in the paddock is subject to the Paddock/Security Marshal and that person is authorized to instruct a competitor to remove a vehicle or trailer if required. COMPETITORS ARE RESPONSIBLE TO TRACK MANAGEMENT FOR ANY DAMAGE CAUSED TO THE PADDOCK. FUTURE ENTRIES WILL NOT BE ACCEPTED UNTIL DAMAGE CLAIM HAS BEEN SETTLED AND TRACK MANAGEMENT NOTIFIES NASPORT.

14) SERIES IDENTIFICATION -. All SCCA required identification markings are required perthe SCCA GCR. NASPORT GT-3 cars will display N3 class identification. NASPORT GTL cars will display NL class designation. Additional Series Sponsor identification may be required.

15) TRANSPONDERS - Transponders will be required for all events.

# APPENDIX "A"

## NASPORT recognized car eligibility list for 2020

## N3 will be eligible in 2020

## WARNING:

**These are NASPORT only variants. NASPORT cars shall conform to SCCA National GTCS rules except as amended below. Appendix "A" is intended to modify the 2016 SCCA GTCS to allow GT-3 and GTL cars to compete in the NASPORT Series without the addition of the SCCA mandated SIR. Cars entered in the NASPORT Championship Series *are not eligible* for National points.**

**NASPORT reserves the right to change specifications during the course of the season as conditions requires.**

The following competition adjustments will be implemented to allow GT-3 and GTL cars to compete without the need for the SCCA mandated Single Inlet Restrictor (SIR) to provide a competitive balance between the fuel injected cars and the carbureted cars. GTL SIR cars may run an alternate rev limit/weight combination as determined by the NASPORT Series. EP and FP cars are eligible to compete in the GTL class and may be upgraded to GTL specs. NASPORT will consider special considerations on a case by case basis. Please contact Chuck McKinney the NASPORT administrator for specific requests. It is the intent of these rules to allow modifications useful and necessary to better promote the NASPORT Series through competitive racing.

### GT-3

1. GT-3 Nissan KA24, 2.4L, 3-valve, fuel injected engines, may compete without anSCCA mandated SIR with 34 mm chokes at a minimum weight of 2195 lbs.
2. GT-3 Nissan KA24, 2.4L, 3-valve, carbureted engines, maycompete without an SCCA mandated SIR with 38mm chokes at a minimum weight of 2195 lbs.
3. GT-3 Nissan KA24, 2.4L, 4-valve, fuel injected engines with a 33 mm SIR at aminimum weight of 2195 lbs.
4. GT-3 Nissan KA24, 2.4L, 4-valve, carbureted engines, maycompete without an SCCA mandated SIR with 34mm chokes at a minimum weight of 2195 lbs.
5. GT-3 VW, 2.0L, 2-valve, allow 100mm stroke for 2.1L.
6. GT-3 VW, 2.0L, 4-valve, 42mm chokes, 1850 lbs.
7. GT-3 Audi, 2.0L, 4-valve, fuel injected engines, may compete without anSCCA mandated SIR with 50 mm chokes at a minimum weight of 2000 lbs.

### GTL

1. GTL SIR cars may use a 1mm larger SIR with 8% weight penalty.
2. GTL SIR cars may run optional single runner carburetor chokes as follows with8% weight penalty:

    a) 2 valve engines = 32mm
    b) 3+ valve engines = 30mm

3. EP cars may upgrade to GTL specs.
4. FP cars may upgrade to GTL specs.
5. GTL MGB, 1.9L, 2-valve, carbureted, sequential shift, may compete in GTL specs with an extended front splitter (GT specs) and an open rear wing configuration.