



October 30, 2024

///Suika Super Cup Rule Book/// **Version 1.0**///

PURPOSE AND EXPECTATIONS

The vision of **Suika Super Cup (SC)** is to foster an environment where all competitors regardless of background can come out and enjoy a local wheel to wheel series with a broad array of cars, and to provide spectators an opportunity to experience the talent and thrills New Mexico drivers have to offer.

The Suika Circuit Staff will always strive for a balance of performance across all vehicles while keeping the barrier to entry as low as possible by preventing tight restrictions on vehicle build and design. We want to give drivers the opportunity to build a wide amount of tunability.

Rule changes are subject to change as needed such as (drivetrain, tires, aerodynamics, etc.) to improve efforts of fairness, integrity, and will not be issued with a punitive nature.

DRIVER EXPECTATIONS

The expectation is mandatory clean and fun racing! This should ultimately be the drivers' primary focus however, crashing into other cars and repairing race cars is not an enjoyable experience and should be avoided at all cost.

If the President or Vice President of Suika Circuit Operations deem an incident to have been avoidable or intentional, this will result in disqualification and potential suspension or ban to participate in future Suika Circuit events. Keep in mind that car-to-car contact is a poor reflection of wheel to wheel racing in general and can result in costly repairs and potential serious bodily harm. Close quarters, non-contact drafting is acceptable, and should be practiced with extreme care.

MEETINGS ATTENDANCE

All drivers must attend all drivers' meetings in a race weekend. If a driver is unable to attend, they must see Suika Circuit event staff for a briefing before entering the track. Driver Meeting will reiterate the importance of quality driving and sportsmanship. If staff perceives participants failing to internalize these ideas, the race class will be terminated for the remainder of the event.

During event check-in, all drivers are required to check-in with Registration/Timing and Scoring as scheduled at the beginning of each event. The purpose of this is to verify transponder numbers, and eliminate duplicate car numbers entries on track.

Bottom Line Up Front! Your efforts are critical in helping events run smoothly and assisting the Race Director and Timing and Scoring team in maintaining their health and sanity. Drivers who do not comply will not receive qualifying or finishing positions in any scheduled competition sessions until they have checked in.

DRIVER ELIGIBILITY

1. Drivers eligibility is obtained by:

- a. Completion of the Suika Competition School. Fee is \$100 and will include both classroom and on track training. Please bring the vehicle you will be competing with.
- b. New drivers must start from the back of the grid and mark vehicles with a contrasting "X" on the front and rear of the vehicle. An example would be to mark the hood and trunk with an contrasting X.
- c. Suika Circuit has the right to reject and remove drivers with valid licenses or previous approvals in cases of driver misconduct. Drivers may be reconsidered after more experience is gained or Suika Circuit competition evaluation school is completed.

2. A driver without a competition license must complete the Suika Circuit competition driving school (or a similar course from a commercial high-performance driving school, e.g., Bondurant, Skip Barber, etc.) The license is then approved by the designated Race Stewart.

COMPETITION RULES & REGULATIONS

Vehicle Classification

Car classification is based upon a power to weight system. Vehicles will be classed based on their RACE WEIGHT (the weight of the vehicle with all fluids and driver) divided by their peak WHP (Weight/WHP=Class).

2025 SC Classes:

- SC-A: 09.99 and below
- SC-B: 10.00 to 13.99
- SC-C: 14.00 to 17.99
- SC-D: 18.00 and up

Example:

If your 2500lbs car makes 150whp, that's: $2500/150 = 16.6$ - Class C

If your 3500lb car makes 300whp, that's: $3500/300 = 11.6$ - Class B

(Ballasts are allowed for fine-tuning your classing but no more than 100lbs.)

Southwest Motorsport Classes:

Spec Miata, Contemporary, Vintage, and Kart classes will be grandfathered into the new Suika Super Cup program. This means you can continue to run what you have been running. See your current SWMS class system for more info.

Classes may be grouped together depending on car count.

Wheel Horse Power (WHP) is determined on an approved dyno (Dynojet) using peak WHP. Comp Balances are added to equalize engines with greater torque and/or flatter hp curves and may be adjusted as data is obtained. Dyno sheet must be dated the present year. All dyno sheets on all cars must be submitted prior to the event, to info@suikacircuit.com. ***OEM engines untouched will not require a dyno.***

Note that a Technical Inspection must be performed and passed for each competition vehicle that addresses the requirements for both vehicle and driver described.

SC SAFETY EQUIPMENT

Helmet:

- Snell SA (ex SA2020, SA2015, etc...).
- Light-weight helmets such as for skateboarding or cycling are not acceptable.
- (For open-wheel cars, face shields, goggles, or shatter-proof glasses are required).

Roll Bar: Roll bars must be higher than the driver's helmet when seated in the car. Roll bars must meet current SCCA, GCR or FIA specifications. The Roll bar/Roll cage may not attach to the chassis at more than 6 points and may not attach to the suspension pick up points.

Non-Roll Bar: Vehicles without the proper roll bar are only allowed to overtake another vehicle on the front and back straights of Suika Circuit.

Fuel Cell: Fuel cells are recommended not required.

Seat Belts/Harness: SC requires a minimum factory seat belt installed without defects.

Recommended Attire: An approved driving suit—single-layer fire-rated suit and fire-rated underwear or double-layer fire-rated suit, along with fire-rated socks. Leather or fire-rated driving gloves and shoes.

Mandatory Attire: are only required to wear the the following:

- 100% Cotton Long-sleeved shirt or jacket
- 100% Cotton Long pants
- Driving gloves
- Flat bottom closed shoes only; no tennis shoes and sneakers!

Floor Mats: all vehicles must remove floor mats.

Brakes: Vehicles, except Formula Cars, must have at least one working brake light.

Fluids: Fluid loss of any kind is not permitted.

Mirror: Vehicles must have all mirrors intact on the vehicle.

Steering and suspension: may not have any excessive wear or play. All cars must be presented in a neat and finished condition.

SC SAFETY EQUIPMENT Cont...

OEM bumper/crash beam: is highly recommended with any additional supporting structure underneath the bumpers on both the front and rear of the vehicle.

Towing capability: SC vehicles **must** have a tow hook(s) or strap(s), capable of towing or moving the car from the front or rear of the vehicle. These devices must not protrude from the bumper or vehicle in such a way as to potentially damage or "hook" another vehicle in an incident that would otherwise result in no damage, such as a bump draft.

Car numbers: are mandatory for SC vehicles and must be displayed on each side of the car in numerals 8 inch-high minimum. Car class letters are to be 5 inch-high minimum. Advertising is to be minimal and tasteful.

ENGINE

Engine swaps are unrestricted but swapped engines must be located in the same approximate location as the original engine.

Forced induction may be added to a NA (Naturally Aspirated) engine.

Scramble Boost is not allowed unless a factory ECU is used and cannot be disabled.

All other internal engine mods and bolt on components are unrestricted but are subject to dyno rules.

Engine management and ignition components are unrestricted on Naturally Aspirated or forced induction engines.

Nitrous oxide, nitromethane, or any other chemicals that increase power is not allowed. E85 and 116 octane or lower are acceptable.

Exhaust must exit past in a safe location out of or under the car, and exhaust systems and gasses must not be able to harm other cars in close quarters racing.

No electric vehicles!

If the track deems a car too loud to compete due to unreasonable modifications, your entry to the event will unfortunately be forfeited and non refundable.

TRANSMISSION

Driven wheels cannot be altered, ie, no AWD to RWD conversions unless the vehicle in question was offered as multiple drivetrain variants, and conversion is using all OEM parts to accomplish (ie Awd BMW changed to OEM Rwd BMW)

WHEELS

Wheels are unrestricted but must be aluminum alloy or steel. Magnesium or Carbon fiber is not allowed. Wheels with spokes that extend past the rim (such as “swinga” rims are unauthorized).

TIRE REQUIREMENTS

Wheels, tires, lugs secured/torqued to appropriate specs (light-weight aluminum lug nuts are not authorized). Tires must be in good condition. Hubcaps, wheel covers, and valve stem caps must be removed.

NOTE: Tire Category Changes May Occur.

Vehicles will be restricted to a 200TW+ tire.

Maximum allowed width per minimum vehicle weight (weight does not allow a jump in tire size throughout a weekend):

2725 lbs or less	245
2726 lbs - 2925 lbs	255
2926 lbs - 3150 lbs	275
3151 lbs - 3300	295
3301+ lbs	305

SWMS members refer to your current tire requirement.

VEHICLE PRESENTATION

Suika Circuit strongly encourages competitors to maximize the “cool factor, or look”, meaning, to stand out from the rest of the crowd and try to maintain a professionally presented vehicle.

Unique builds are acceptable if well executed. When designing a livery and placing sponsored logos and decals, live broadcasts and potential in-car cameras should be considered for optimal placement. Adding numbers/decals on the roof for the aid of the livestream drones is acceptable.

TEAM DRIVING

Team driving is allowed but teams will not be eligible for season points championship. Teams are only allowed when registered as a team with timing and scoring, and when both/all drivers are seen as equally competent with the approval of Suika Circuit staff to run as a team.

Teams with a widely varying level of experience will be denied as it may potentially result in race traffic.

CAR LOG BOOK

Not mandatory but recommend that all vehicles have a logbook or a logbook accepted by the Technical Inspector.

APPEALS

A driver may appeal any penalty he/she receives to the Race Steward. All appeals must be made to the Steward’s Committee during the event. The final ruling of the Steward’s Committee may be appealed to the President or Vice President of Suika Circuit Operations.

MEDIA

Approved media is authorized at Suika Circuit/Sandia Speedway during events. Media will have the proper credentials, attire, and be experienced to operate media equipment such as cameras and drones. Cell phones will not be allowed for official Suika Circuit media. Media must post in the designated media stations while conducting media on track.

FLAGS DEFINED

Green Waved: The race is under way at the instant the green flag is waved. This flag is displayed by the Starter only.

Green Motionless: Indicates that the course is clear.

Yellow Motionless: Danger, slow down, no passing from the flag until past the incident.

Yellow Waved: Great danger, slow down, be prepared to stop. No passing from the flag until past the incident.

Red: The red flags will inform all drivers that they must stop racing immediately and must pull into pit and grid until further directed.

Blue with Diagonal Yellow Stripe Motionless: Another competitor is following you very closely. Check your mirrors.

Blue with Diagonal Yellow Stripe Waved: A faster competitor is trying to overtake you. Check your mirrors.

White: The white flag will be used as “1 lap to go”.

Furled Black: “ WARNING ” – You are driving in an unsafe or improper manner – if continued, you will be given the black flag. Displayed by the starter only. Driver acknowledgement is required.

Black with Orange in Center: There is something mechanically wrong with your car. Proceed to the hot pits at reduced speed.

Checkered: The race is over! Complete one cool down lap before entering the pit.

///SIGNED///

Jim Guthrie

Dan Brockett

Mike Osell

Management Team