2022 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).

2022 Calendar

Regional Road Racing

Date	Event	Location
February 11-13	Competition Licensing School	Thunderhill
February 25	Test Day (run by HOD)	Sonoma Raceway
February 26-27	Regional 1 & 2	Sonoma Raceway
March 18-20	Majors Restricted Regional 3 & 4	Thunderhill**
May 13-15	Regional 5 & 6	Laguna Seca
June 17	Test Day (Run by Thunderhill)	Thunderhill
June 18-19	Regional 7 & 8	Thunderhill
July 1-3	Regional 9 & 10	Laguna Seca
July 22	Test Day	Laguna Seca
July 23-24	Regional 11& 12	Laguna Seca
Sept 2	Test Day (run by HOD)	Sonoma
Sept 3-4	Regional 13 & 14	Sonoma
Oct 28-30	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.

2022 Pro Support Events

April 21-24	TransAm/SVRA E Crew only	Laguna Seca
April 29-May 1	IMSA Monterey Grand Prix	Laguna Seca.
August 13-14	Pre-Reunion	Laguna Seca
August 17-20	Monterey Reunion	Laguna Seca
September 9-11	Indy Car	Laguna Seca.
October 13-16	Velocity	Laguna Seca

1. **SCHEDULING:** Practice session for Regionals may be combined into a single session. Practice times may

San Francisco Region Office
530-934-4455
www.sfrscca.org

be used to set qualifying grid. Schedule times are advisory only. Sessions may start earlier than the listed times.

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

Fee Schedule & Entry Procedures

Drivers School $850

Pricing Regionals 1 & 2

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

Other Fees

Dual - (extra class, same driver, all or partof 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Must be entered and not withdrawn from the original class.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) $0

Withdrawal fee (from complete event) $50

Equipment Fund Fee (per race) $25

Worker Appreciation Fund (minimum) $5

Pricing Regionals 3-17 and Majors

Event Type	Entry Fees:	Sonoma	Laguna	Thunderhill
Single Regional		$450	$450	$375
Double Regional		$645	$645	$515
Major		$695	$695	$575

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) $0

Withdrawal fee (from complete event) $50

Equipment Fund Fee (per race) $25

Worker Appreciation Fund (minimum) $5

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:**. Entries received at the track will be assigned a car number by Registration. The driver will complete the entry on MSR for transmittal to timing and tech.
6. **ENTRY PROCEDURE:** The competitor is responsible for all information regarding the entry is complete, including: SCCA member number, region of record, emergency contact and transponder number. 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 ofentering.**
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 theevent.
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 assuch:
    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*, FA2, FA3

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

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

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

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. FA2 and FA3 will also be placed in Group 1 At time restrictedevents, 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
• THR		• SMX
• PC		• FA2
• FA3		• VTA (Vintage TA)

Upon approval from the National Office, the Region reserves the right to alter the above class rules inany 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 102.9 db. 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 102.9 db. Exceeding 102.9 WILL result in a Black Flag

- Vehicles that violate the sound limit will be black flagged and disqualified for the remainder of the session allowing for mechanical adjustments/repairs to be made.
- Vehicles who fail to pit after receiving a black flag and violates the sound limit during the lap, it will be assessed a second black flag.
- Any vehicle that violates the sound limit three (3) times will be disqualified for the remainder of the day. If the same vehicle violates the sound limit on any followingrental days, that vehicle will be disqualified for the remainder of the rental dates.
- If any vehicle continues to operate at a higher than the maximum sound level after receiving three sound violations, the Use Agreement may be revoked with all track activity cancelled. Neither the County of Monterey nor LSRA Management shall beobligated to refund any portion of the fees paid.
- Vehicles will be allowed one (1) sound check per day at TRS discretion. Vehicles in violation during a sound check will be black flagged and required to pit, but it will not beassessed as a strike
- Any group session receiving ten (10) or more sound violations within a session will be black flagged, as a group, forfeiting the remainder of their session
- Any groups that have been disqualified for sound violations will be required to send each vehicle in violation through tech inspection in order to be allowed on track. Techinspections will be performed by Tech personnel or Track Rental Supervisor, to ensure that mechanical modifications have been made, or alternate driving techniques will beemployed, addressing the sound level violation
- After a rental day reaches twenty (20) black flags, they are issued a warning, five (5)additional flags and track management at their discretion may cancel any remainingtrack time. No refund will be issued.

c. **Thunderhill Raceway:** The noise limit is 102.9 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 mustpresent:
    - 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.

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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.
    The Annual Waiver application is now on-line. Log into your SCCA # at my.SCCA.com, go to the Online Store – Licenses and Waivers. Add Annual Waiver Adult license to the cart. Be prepared to upload a picture of yourself. Follow the prompts at the top right of the screen. Complete checkout. Be sure to bring your current license with you to registration.

    MSR now offers an event specific waiver online when entering an event. In lieu of doing the annual waiver you may choose to do the event specific waiver on-line or sign a waiver at registration when you check in.

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13. **DRIVER CHANGE:** If the original driver has not been on track, the new driver shall complete and sign an official entry form online If the original driver has been on track, he must complete a withdrawal form available at Tech and the new driver will complete an entry form on-line. . 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..

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. Cameras must be operational with a battery and memory card. All competitors must retain video for one hour after each race, or on track session. 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 penalty or loss ofpoints

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 thatsession.

    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 30 minutes after the race is over or within 30 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.

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 entrystaging 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.

40. Results will be posted on Race Hero on line. They will be "Provisional" initially, then updated to "Official" when they become official.

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.

41. 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

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 1/27/2022

All Regional Classes must have documentation of their Rulesets, including any past references to Dated National GCR rules for classes.

E30 – Spec

E30 DSR

F4

FA2

FA3

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

THR (Thunder Roadster)

SMX

Vintage T/A

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.

FA2

CLASS FA2

This class features the JS-F3 car manufactured by Ligier and run in Formula Regional Americas (FR Americas). The car may not be modified in any way, or have any additions made to it. FR Americas FIA F3 Regional Technical Regulations shall all be enforced except if otherwise noted herein. Items not listed here are in no way implied to be open or unrestricted. It is the intent of the rules to not permit innovation and alteration of the cars.

Minimum Weight
Car & Driver: 1,670 lbs.

Engine
2.0L turbo charged engine sealed by Honda Racing Development (HPD). Seals are anodized aluminum serialized cable seals in the following locations: Turbo, HPP Fuel Pump, Oil Pump, Valve Cover, Intake Manifold, Oil Pan.

Minimum Oil Level
The minimum oil level is as follows: Measurement from the top of the oil swirl-pot down shall not be greater than 10.25” (for example, 10.5” would be too low of an oil level). Oil level should be checked not more than one (1) minute after the car has been running and turned off.

Transmission
The transmission is a Sadev 6-speed paddle shifted sequential gearbox with a limited slip differential. The transmission is sealed at the rear cover and the casting split at the axle line on the right side.

Shock Absorbers/Dampers
JRI Brand double adjustable dampers sealed with serialized plastic cable seals.

Spring Rates
Standard coil springs in the following rates: 600-1200lb in 100lb increments.

Anti Roll Bars
The car is fitted with “H” style anti roll bars front and rear. The bars each have seven (7) usable

settings/holes for adjustment. Bars may be disconnected. The following size bars are allowed:
Front: 0.40" and 0.52"
Rear: 0.35", 0.40", 0.52"

Wood Floor
Must be replaced if reference/wear holes are no longer visible (FR Americas minimum measurement not to be used).

Wheels
Wheels are 13" diameter. Made by Team Dynamics Motorsports and have this cast into the outer rim.
Front Width: 10"
Rear Width: 12"

Tires
Tires must fit the stock wheels and may be either Hancook or Avon in the following compounds, but may not be mixed:
Hankook C72
Avon Front: 15616
Avon Rear: 15506

Electrical
The car utilized a GEMS GDi80 ECU with a spec map from HPD. It is located under the RH sidepod.

Camera
Any camera may be used including an AIM SmartyCam which is permitted to log data from the ECU.

FA3

CLASS FA3

FA3 features the Pro Formula Mazda "Pro FM" or "PFM." The Pro Formula Mazda is the same RX8 powered 6 speed sequential racecar used in the Star Mazda Championship from 2004-2012, and the Pro Mazda Championship from 2013 - 2017. All PFM cars competing in FA3 must comply with the 2012 Star Mazda Rules as available below except where stricken through or otherwise stated herein – where otherwise stated herein these rules supersede Star Mazda rules. Everything that is not explicitly authorized in these regulations, or in the technical bulletins which may be issued by the series during the season, is strictly forbidden.

2012 Star Mazda Rules available here:
https://formulaatlantic.net/wp-content/uploads/2021/11/2012-Star-Technical-Rules-Excerpt-4.10.14.pdf

FA3.1 Engine:
1.A Engines must be built and have official motor seals from an approved builder. Approved engine builders are:
- Star Race Cars (motors built or sealed by Star Race Cars prior to 1.1.13)
- Daryl Drummond Enterprises, Inc. (SCCA PFM FA spec) 541-761-5520.
- Speed Source (Pro Mazda Championship spec) 954-578-7071.

1.B Engine ECU map may be Star or Pro Mazda Championship.
1.C Specified air filter is K&N Filter P/N 050-539 only with original air box P/N 050-560.
1.D Option air filter is Pro Mazda Championship Spec Air Filter (Mazda PN: N3H1-13-Z40) in combination with "Speed Source Reset Airbox" (P/N RESET Air Box).

FA3.2 Fuel: Only SCCA legal fuel may be used.

FA3.3 Gears: Competitors have a choice of two sets of gears.
3.A Set "A" shall consist of: 12/29,15/30,15/25,19/27,20/25,19/21
3.B Set "B" shall consist of: 12/29,17/30,19/27,18/22,24/26,24/24

FA3.4 Weight:
4.A Minimum weight with driver – 1305 lbs.

FA3.5 Electrical and Instrumentation:
5.A. Battery shall be securely mounted in standard, left side pod position. Size and type are unrestricted provided it is a 12 Volt rated gel cell. Car may have connections fitted for auxiliary battery. Auxiliary battery is permitted for starting the motor only, and may not be permanently attached to the vehicle.
5.E. ECUs are serviceable only through the manufacturer Star Race Cars or Formula Car Challenge.

FA3.6 Car Configurations, Updates:
The following car configurations are legal in the FCC series.
Current PFM spec car as described in Star Mazda Rules referenced herein, with these additions: original Steering (Ackerman) Arm P/N 010-503 may be used, original Track Rod P/N 110-506 may be used.
OR - Original PFM spec car as delivered in 2004. 2004 spec cars may have updated the following components only to be considered a 2004 car: traction control switch and fuel trim switch to 11 position P/N 095-538, rear clevis to upright P/N 020-531. 2004 spec cars must use the two piece upper nose bracket: Upper Nose Mount-Nose Side (P/N 030-565), Upper Nose Mount-Tub Side (P/N 030-566)
2006 rear attenuators are optional but highly recommended.
Components made for the Pro Mazda Championship - and sold by Carl Haas Auto - which are in all functional ways identical to Star parts and use the same part number with a Carl Haas Auto prefix may be used in the originally designed and intended location.

FA3.7 Cooling: As delivered. Star Race Cars water radiator Fan Kit is permitted consisting of the following P/N:
8.A Electric Fan Sub harness P/N 080-568.
8.B Automatic Electric Cooling an P/N 100-539.
8.C Cooling Fan Brackets and Studs (if using radiator not delivered with mounts) P/Ns 100-540 and 100-541.

FA3.8 Suspension:
9.A. Only shock absorbers serviced and sealed by Star Racecars or Formula Car Challenge are allowed.

FA3.9 Brakes:
10.A. Brake pads: Only Performance Friction PFC01 or PFC05 or PFC07 or PFC13.

FA3.10 Clutch:
11.A. Original spec clutch discs P/N 060-539 may be used.

FA3.11 Exhaust
All cars may be fitted with World Speed Inc. or Star Mazda club muffler system with a Supertrapp flange should noise abatement be deemed necessary.

FA3.12 Tires: Avon 007 compound tires, or any Goodyear

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 ITEare:

- Any tub chassis production vehicle running with DOTtires.
- 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, onefront.

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

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

For 2022, they may also use Maxis RC-1/VR-1 (205-50-15) tires in the SMT/SSM class this season.

Any contingencies supplied from these manufacturers ar the responsibility of the Driver to collect

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

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 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

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 areunrestricted.

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 temperatures pecification of theoriginal.

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

2.4 **Safety** – Cars shall comply with the safety requirements of the IT classification ABS brakesare

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 6:1ratio.

3. General Engine Specifications for the Regular AV8Class

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

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 thatmodification.

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 berelocatedor

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 isallowed.

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 paddockarea.

U. Doors must remain unlocked at all times.

V. If a car is equipped with a sunroof, it must be removed or replacedwitha permanently affixed metal plate of the same shape andsize.

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 78inches.

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

Z. Windshield – windows may be replaced by Lexan at least 3/16″ thickforthe 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 indiameter.

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

6. Brakes

A. ABS is not allowed.

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

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 AV8SSapproval.

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 fabricatedreplacements.

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 areapproved.

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 limitexists.

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 casebasis.

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 restraintsarestrongly 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 2.5lbs).

J. Any pressurized lines with fluids traversing the driver's compartment mustbe 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 similarperformance.

[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 byGM/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 asfollows:

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 notbeenaltered.

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 fanstarts.

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 224Xdyno.

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 SFRTech.

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 alltimes.

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 dynoshop.

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 carfailed.

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 yearC5.

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) arepermitted.

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 ismaintained.

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 anytype.

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 OEMlocation.

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 areallowed:

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 beused.

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) areallowed.

g. Crankshaft:

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

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

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 anyway.

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

h. Connecting Rods:

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

2. Connecting rods may only be modified for balancing and blueprintingpurposes.

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 (434grams).

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 OEMpump.

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) isallowed.

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 thevehicle.

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 withfoam.

4. Any radiator **cooling fan(s)*** are allowed, as is the use of any thermostatornone.

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 linkconnector.

3. Cosmetic engine covers made of plastic may beremoved.

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

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 rearend.

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* arefree.
d. Any transmission and/or final drive **cooler***, and any transmission catch canisallowed.

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-braidedhoses***.

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 beremoved.

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 lugnuts.

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

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 WheelsSEPRear, #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 toworkers.

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 areallowed.

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 allits

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*** shallbe 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 bepainted.

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

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 heelstop.

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 primaryfunction.

b. Interior **mirror(s)*** may be replaced, but no mirror may extend beyond the confines of the interior of thevehicle.

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

d. Hand controls are allowed if the driver can demonstrate a physical needforthem.

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 interioronly.

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 thevehicle.

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 Section9.3.

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 GCR9.3).

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 windownets.

g. Window safety clips and rear window safety straps are allowed but notrequired.

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 GeneralCompetition 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 yearfor class A Sedan and/or class T2 for Restricted Prepcars.

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 engineparity.

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 specificallyprohibited.

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 FranciscoRegion 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 GeneralCompetition 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 fromthe 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 heatexchanger.

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 andnot 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 theright-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 Section9.3 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 SmithRacing 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 beused.

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 beused.

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

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 injectionsystem 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. Arestrictor 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 systemssuch 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. Drooplimiters

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/N70-34-53-000-0) 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 endsare unrestricted; however, geometry and length cannot bechanged.

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 theadjustment

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 besubstituted.

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 Tirea. 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, thecompetitor 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 replacethat 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/N000-143 & 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 shiftfinger 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 onVW core with organic friction material. Moses Smith Racing P/N 060-103 C. Minimum flywheel weight - 8.5 pounds. Moses Smith Racing P/N060-102

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 alternationsallowed.

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. FormulaMazda (FM) Specifications GCR - 260

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

d. Ceramic bearings are not permitted. All bearing components must beferrous 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 stockoperating 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 ensurepositive 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, providedthe 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 RegionalGroup 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 ofyourchoice.

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 berequired.

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

NASPORT recognized car eligibility list for 2021

N3 will be eligible in 2021

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 for2.1L.
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 GTLspecs.
4. FP cars may upgrade to GTLspecs.

GTL MGB, 1.9L, 2-valve, carbureted, sequential shift, may compete in GTL specs withan extended front splitter (GT specs)

THUNDER ROADSTER

THR class (for Thunder Roadsters manufactured by 600 Racing, Inc.)

Purpose of Rules: THR Class recognizes the Thunder Roadster as a competitive, fun, affordable race car. These rules are intended to allow currently compliant race cars in other series to participate in the San Francisco Region Club races. Note: Other than modifications allowed in this rule set, every part of the car must remain stock.

1. The SCCA General Competition Rules ("GCR") Section 9.3 and 9.4 mandates all safety items required to participate in regional races. All cars must comply with current GCR Section 9.3 GENERAL TECHNICAL AND SAFETY SPECIFICATIONS and Section 9.4 ROLL CAGES FOR GT AND PRODUCTION BASED CARS.
2. The participant must be in possession of the current "INEX Series" rule set, and present same upon request.
3. Class designation " THR " must be displayed on both sides of the vehicle
4. On-board fire system required (must not be handheld)
5. Functioning rain light required
6. Camera mount required
7. Maximum 10-gallon fuel cell permitted
8. Arm-restraints required
9. Tires are open; DOT or slicks permitted
10. Transponder required; mounting location open
11. Exhaust muffler may be modified to meet sound limits of the racing venue

Specs

Engines: Yamaha 1250 cc, carbureted Min Wt: 1500 lbs with driver
Hayabusa 1340 cc stock Min Wt: 1600 lbs with driver

Wheelbase: 96 inches

Max width: 61 inches at the widest bodywork, 64 inches at outside of tires

Wheels: 8 inches maximum width; 15 inches maximum diameter

Minimum ride height: 3 ½" inches without driver, as raced without lifting the car in any manner, measured between the bottom of the frame rail and the surface. The inspection location used to check ride height is to be determined by the SCCA technical inspector.

SFR SCCA Already approved by National SCCA

SMX

The Spec MX-5 v2 race car is based on the NC-generation (2006-2014) Mazda MX-5.

*This is **not** the Spec Miata platform (which is based on NA and NB generation, 1990-2005 cars). **Nor** is it based on the current ND generation (2016-present) as is the Global MX-5 Cup car.*

The NC platform has been selected because a) it allows a tightly-controlled spec series, b) it allows relatively low-cost cars to be built and run and c) the platform is capable of high performance which is a step above Spec Miata.

The Spec MX-5 race car uses the renowned Mazda MZR engine, with a Roush cylinder head and Mahle pistons. This provides an affordable, difficult-to-cheat package with about 40 hp over a Spec Miata engine (~170 wheel hp). With a racing weight of 2500 lb., the Spec MX-5 fits nicely in several club racing classes, specifically SCCA STL and NASA ST5.

With its race suspension, including Penske single-adjustable shocks, Eibach springs and the Toyo RR race tires used in the series, Spec MX-5 cars are significantly faster than Spec Miatas and T4 NC racers, and just slightly slower than ND2 Global MX-5 Cup cars.

PCA

Certain cars running in the PCA can enter in SFR SCCA Regional races under the PC class. They will be listed as “PC” Class

Currently the following two classes are approved for the SFR Region

SP911 Class Rules and SP911 Eligible Models
This class is for 911s with air-cooled 3.0L and 3.2L engines. Modifications not specifically listed below are prohibited. Where “stock” is specified, it means the components must remain stock. No material can be added or removed; no re-allocation of weight or material can be performed. No material can be substituted for another material of similar geometry. PCA will honor approvals of modifications of items not in compliance with the rules if the approval has been noted in a vehicle logbook. PCA Club Racing will honor prior written approvals of modifications not listed here by the sanctioning body from which these rules originated.
1. Chassis, Body and Interior
A. Any Porsche 911 chassis up to 1989 is allowed except for turbo or turbo-look body shell.
B. Bolt on fiberglass and composite replacements of front and rear bumpers, rear deck lids/tails, front fenders, and front hood are allowed. Bonded or glued fiberglass or composite sunroof “plugs” and fender flares are allowed. Fiberglass or composite rear fender flares may include most of the rear fender as long as steel remains around the perimeter of the fender. Substitution of other parts is not allowed. Fender flare configuration is free.
C. Cars must have a windshield, a rear window and rear quarter windows. Cabriolet bodies must have a stock size windscreen and no other windows are required. Materials may be original equipment or equivalent glass, polycarbonate, or other break-resistant plastic.
D. Rear wing choices include: ducktail, 911 whale tail, 930, IROC, large IROC, 911 3.6 RS wing, 3.8 RSR short wing. Wicker bills up to 1” can be added to the ducktail, 911 whale tail, 930, IROC and large IROC tails.

E. Any front air dam may be used as long as it does not extend forward of the stock front bumper (excluding bumperettes).
F. Interior modifications are free.
G. Electrical system and instrumentation is free.
H. External lights, including brake lights, are free, but at least two brake lights must be in the stock fender locations and at least as visible as stock lights.
I. Roll cages may extend through firewalls and tubing may connect shock towers and extend to the front of the trunk. Shock mounts may be altered to accept camber plates. Tub sheet

metal interior to the body skin in the trunk forward of the firewall may be cut out, altered, and ducted for oil or brake cooling air flow. Openings in the front air dam (below the bumper) for oil and brake cooling are free.
J. Removal of front headlights and metal headlight buckets is allowed, as are plastic headlight covers. Headlight and windshield washer system components may be removed.
2. Engine
A. All engines must run on standard pump gas with octane rating not to exceed 93.
B. Exhaust system may have any header system with a maximum primary tube size of 1.5" outside diameter. The 3.2-liter motors may increase the primary tube size up to 1.625" OD.
C. Crankcase can be any 911 crankcase and machining of any kind is allowed.
D. Rods must be stock. Aftermarket rod bolts are allowed.
E. Valve springs & retainers are free.
F. Ignition system is free as long as it is single plug per cylinder.
G. Engine oil system and cooling is free.
H. 3.0-liter engine specs.
 Allowable intake systems are: 40 or 46mm Weber or PMO carbs, , 3.2 intake manifold with any throttle body and airflow meter, "straight-through" fuel injection systems with individual throttle bodies no larger than 46mm (e.g. TWM, Jenvey, etc.), 3.6 intake manifold from 1989-1995 911 with any throttle body(s). Slide valve intakes are prohibited.
 Crankshaft: stock 70.4mm stroke with 9 bolt flywheel configuration.
 Pistons and cylinders: any stock CIS 911 SC 95 mm bore. Replica pistons from Rothsport Racing are allowed. Maximum compression ratio is 9.8:1.
 Cylinder Heads: maximum port sizes of 39 mm intake, 35 mm exhaust and valve sizes of 49 mm intake and 41.5 mm exhaust. Small intake port 3.0-liter heads may have cylinder head material removed to match the port shape and dimensions of the large, stock 3.0 intake port.
 Camshafts: stock 911SC.
I. 3.2-liter engine specs
 Intake system must be stock from the air filter housing face of the air flow meter to the cylinder head. All induction air must pass through this stock intake tract. The stock air

flow meter is not required to provide control sensing – only an induction airflow pathway. Air filter assembly and fuel management system are free. Forced induction is not permitted.
 Crankshaft: stock 74.4 mm stroke.
 Pistons and cylinders: any stock Motronic 911 3.2-liter, 95 mm bore. Replica pistons from Rothsport Racing are allowed. Due to required use of 91 or 92 octane fuel, the actual measured compression ratio may not exceed 9.8 to 1.

 Cylinder Heads: stock, maximum port sizes of 40 mm intake, 38 mm exhaust and valve sizes of 49 mm intake and 41.5 mm exhaust.
 Camshafts: stock 911 3.2L Carrera.

J. Grandfathered 3.0 liter intakes: Cars with PCA or Porsche Racing Club logbooks from 2019 or 2020 may continue to race with these intakes in SP911 at the following weights and within the 2020 PRC horsepower limitations. Weights are 2,310 pounds for CIS, 2,340 pounds for MFI, and 2,475 pounds for AT power stacks.

K. Chassis dyno horsepower limits are:

Engine Displacement Intake	**Max Peak hp**	**Max Ave hp**
3.0 liters Carbs	240 hp	235 hp
3.0 liters Porsche 3.6 Plenum based	250 hp	240 hp
3.0 liters ITB's	250 hp	240 hp
3.2 liters Stock intake	240 hp	235 hp

3. Transmission and Clutch

A. Models up through 1986 must have a Porsche 915. 1987-89 cars may use a Porsche G-50 transmission. The transmission must use Porsche synchronizers.

B. Differential is free. CV joints are free.

C. Clutch package is free. An unmodified stock flywheel must be used on all transmissions.

D. Transmission coolers, lubrication, and shift linkage are free.

E. 915 transmissions must use an 8:31 final drive ratio. G-50 transmissions must use the 9:31 final drive ratio.

F. The following gear ratios are acceptable in any combination:

915 Transmission	G-50 Transmission
1st gear	11:35	12:42
2nd gear	18:33 or 18:32	17:35
3rd gear	23:29	22:31
4th gear	26:25 or 26:26	32:36
5th gear	Any ratio higher than 4th	

4. Suspension

A. Stock suspension pivot axis must be maintained by all suspension components.

B. Front spindle height is free; struts must be O.E. components manufactured by Boge, Bilstein or Koni with the location of the spindle as standard or relocated. The retaining system for the O.E. shock absorber insert must be used. Custom fabricated strut housings are not permitted.

C. Front and rear shock absorbers must be the same configuration as stock, maximum 2-way adjustment.

D. Torsion bar suspension required, front and rear. Torsion bar length and receiver locations must be stock.

E. Suspension bushings are free. Front camber plate/caster plate design is free.

F. Stock 911 rear control arms only, 930 rear control arms are not allowed.
G. Adjustable rear spring plates are free.
H. Anti-roll bar (sway bar) systems are free.
I. Alignment settings are free, except track width can only be increased from stock by .25 inches per side. Track width must not exceed 65 inches in front and 67 inches in the rear. Measurement is from the farthest outside lip of the tire on the axle centerline.
J. The rear minimum ride height is 215mm from ground to center of rear torsion bar, with driver in car.
5. Tires, Wheels and Brakes
A. Wheels must be 7x16 front and 8x16 rear. Any aftermarket wheel is allowed.
B. Tires must be Hoosier R7 205/45 or 225/50-16 front, and 245/45-16 rear. Hoosier rain tires in these sizes are allowed.
C. Any brake caliper, pad and rotor combination is allowed as long as they fit inside the required wheel size and the rotors are steel.
D. Brake lines, air ducting, master cylinder, brake balance control and fluid are free. Dust shields may be removed.
E. E-brake, parking brake or hand brake system may be removed.

SP996 Rules and SP996 Eligible Models

This class is open to all 1999-2001 996 C2 Coupes (3.4 liters) and 2002-2004 996 C2 Coupes (3.6 liters).
1. Engine
A. General. All engines, their mechanical and electrical components must remain stock. Engine and transmission must remain in their stock locations. Semi-solid engine and transmission mounts are allowed. X-51 power kits are not allowed. Swapping of engines between models (3.4l & 3.6l) is not permitted.
B. Cooling System. With the exception of the addition of a third radiator, cooling system is to remain stock. Radiator fans may be direct wired with a switch. Porsche GT3 Third Radiator Kit may be added.

C. Oil Cooling. The factory oil cooling system must remain stock, except for the following allowed modifications: An external oil cooler is allowed. An X-51 Oil pan is allowed. An oil accumulator (Accusump) is allowed.
D. Air Filter and Intake. No modifications to the factory engine air inlet or intake system. Drop in factory size/style replacement air filters only. Non-stock cold air intake enhancements are not allowed.
E. Pulley/Belt System. An under drive crank pulley is allowed, with a minimum 4" diameter. No modification is allowed to: water pump, power steering pump alternator, idler pulleys etc. All must be operable and belt driven.
F. Computer Engine Management System. The computer engine management system must remain stock. No other engine management system may be added. No aftermarket chips are

allowed. No re-mapping or flashing of factory chips is allowed.
G. Exhaust System. Exhaust manifolds must remain stock. All other components are free. Catalytic converters may be removed.
H. The battery must be in the stock location and weigh a minimum of 10lbs.
2. Suspension.
A. All suspension components not otherwise listed must be stock factory parts. All suspension components must be mounted in the unmodified factory original mounting locations. Except where specifically noted, no solid bushings are allowed.
B. Shock Tower Braces. The welded-in cage may be connected to the top of the rear shock tower. However, no other modification of any shock tower is allowed nor are strut braces permitted.
C. Mounts. Tarett Engineering front and rear monoball camber plates are allowed: Front - 996FSMT, Rear - 996RSMT.
D. Front Control Arms. Stock or the Porsche Factory adjustable front control arms for the GT3 “Street“ model are required.
E. Springs and Shocks. The JRZ 996 Spec Packages RS (NLA) or RS Two are allowed. The Motion Control 2WNR (2-way non-remote) is allowed as an alternative shock. The Bilstein PSS9 is allowed. All spring and shock systems must mount in the factory original locations.
F. Sway Bars and drop links.
1) Front: Porsche GT3 part no. 996.343.701.90 or Tarett Engineering 996FSBA sway bar, with droplinks being modified stock or Tarett Engineering 996FDLNK, or Tarett EXTFDLNK. Modified stock means shortening the stock piece 2” for use with a GT3 front sway bar.
2) Rear: GT3 part no. 996.333.701.90 or Tarett Engineering 996RSBA bar and drop link kits with droplinks stock or Tarett Engineering 996RDLNK. No modification is allowed to the mounting points.
G. Toe Links must be stock or Tarett Engineering part 996TLNK or GT3. A Tarett Engineering LKPLT01 locking plate kit is allowed.
H. Any ride height is allowed, as long as no metal part of the vehicle touches the pavement.

3. Tires and Wheels
A. BF Goodrich R1 is the primary spec tire. The required sizes are front: 245x40x18 and rear: 285x30x18. Hoosier Sports Car D.O.T. Radial Wet (H2O) P245/40R18 front*, P275/35R18 rear are allowed as rain tires.
B. 18” rims are required (8” front/10” rear) but may be of any make as long as the track, measured from the outside edge to outside edge of the rims, does not exceed 68.5 “ front and 70” inches rear. Spacers are allowed so long as the track width maximum is not exceeded.
C. Wheel /tire combined weight must be equal to or greater than 40 lbs. for fronts, and 46 lbs. for rears.

D. Steel bolts or lug nuts are required. Hubs may be converted to studs in place of wheel bolts.
4. Brakes
A. Brake pads are unrestricted.
B. Steel braided brake lines are allowed.
C. Brake dust guards may be removed.
D. The emergency brake, lever, cables, and all associated parts may be removed.
E. Brake cooling systems are allowed, provided they use only air. Air may be vented through the front air dam for brake cooling.
F. Only one-piece stock or stock replacement steel rotors may be used. Solid, drilled, and slotted rotors are allowed.
G. Brake calipers must remain completely stock and mount in the factory location.
5. Transmission
A. Transmission must be stock with no modifications. All gear ratios must remain stock. Ring and pinion ratio must remain stock.
B. Transmission coolers allowed.
C. Clutch assembly and fly wheel may be stock or be replaced with the Factory replacement or Sachs 88-3082-736clutch kits and Aasco: 106411-11 lightened flywheel.
D. A limited slip differential is allowed.
E. Short shift kits are allowed but not recommended. The GT3 shifter and cables are allowed.
6. Body/Chassis/Interior
A. Body
1) Air dams and bumpers must be either stock or approved replica units. No carbon fiber is allowed.
2) Approved front bumpers: Stock, Getty, or model year-appropriate factory GT3 front bumper.
3) Front hood must remain stock.

4) Splitters may not extend forward of the front bumper, nor lower than 3” from the bottom of the front bumper.
5) The front bumper must be located in the factory position and cannot be moved in any way.
6) Model year appropriate factory or factory replacement “Aero Kit” side skirts are allowed.
7) A sunroof delete panel or factory steel “non sunroof” skin may be used.
8) Rear window and rear quarter windows must be stock in appearance with no venting, but polycarbonate may be substituted for glass in these windows.
9) License plates, license plate frames, license plate lights, and insignias and emblems may be removed.
10) Hood pins are recommended. Stock hood latches may be disabled or removed.
11) All headlights and taillights must remain stock. Headlights may be covered.
12) Rear wings may be stock, year appropriate factory Aero wing, or Getty Design 996 Spec

Wing and decklid assembly. The approved Getty Design 996 Spec Wing may be raised four inches to gain better rear vision but may not otherwise be altered or repositioned. No carbon fiber is allowed. A Gurney flap on the Getty Design 996 Spec wing with a height not to exceed 1" is allowed. The "optional top scoop" on the Getty design 996 Spec wing is no longer allowed.
13) The rear bumper license plate area may be cut out to 27" wide by 7" tall maximum. There may be a tow hook hole of a max size of 6" x 3". No other modifications are permitted.
14) The front bumper may be top vented ala GT3 Cup to allow for additional or rerouted heat venting of the radiator.
15) No exterior modification of the body is allowed other than venting of the bumper cover.
B. Chassis: Seam welding of the chassis is not allowed.
C. Interior.
1) A passenger seat is allowed but not required. The driver seat must be replaced with any seat meeting seat requirements found in the Safety section.
2) The factory dashboard instrument pod must remain intact. Additional gauges may be added. Factory navigation systems and airbags may be removed. The lower portion of the dashboard may be removed.
3) Steering wheels are free. Quick release steering hubs are allowed.
4) The steering wheel lock must be disabled or removed.
5) The air conditioning/heating system may be removed.
6) All interior items may be removed except where otherwise noted. Both doors may be "gutted," but must retain perimeter frame, hinges, and door latch mechanism. The interior latch may be modified but must work. Factory door beams must remain intact or NASCAR style side intrusion door bars must be added.
7) All insulating material may be removed from the interior.
8) Data Acquisition and in-car timing equipment is allowed
7. Ballast: Ballast to meet minimum weight must not exceed 100lbs. All ballast must be bolted to the floor of the front passenger foot-well.

SP997 Rules and SP997 Eligible Models

This class is open to all 997.2 C2 S Coupes (3.8 liters) and C2 Coupes (3.6 liters) from model years 2009-2012 with PDK or six speed manual transmissions.
1. Engine
A. General. All engines, their mechanical and electrical components must remain stock. Engine and transmission must remain in their stock locations. Swapping of engines between models (3.6l & 3.8l) is not permitted. Semi-solid engine and transmission mounts are allowed.
B. Cooling System. With the exception of the addition of a third radiator, cooling system is to remain stock. Radiator fans may be direct wired with a switch. Center Radiator may be added.
C. Oil Cooling. The factory oil cooling system must remain stock, except for the following

allowed modifications: An external oil cooler is allowed.
D. Air Filter and Intake. No modifications to the factory engine air inlet or intake system. Drop in factory size/style replacement air filters only. Non-stock cold air intake enhancements are not allowed.
E. Power Steering Cooling. Power steering fluid cooling is free, and a larger cooler is highly recommended.
F. Pulley/Belt System. An under drive crank pulley is allowed, with a minimum 4" diameter. No modification is allowed to: water pump, power steering pump alternator, etc. The air conditioning pump may be disabled or removed and replaced with an idler pulley. All must be operable and belt driven, but belt length is free.
G. Computer Engine Management System. The ECU and the flash of the computer engine management system must remain stock, with two exceptions: it may be dealer reflashed and the appropriate switch and factory Sport Plus software program may be installed to include sport plus mode in cars without the Sport Chrono (sport plus) option (software must be 2009-2012 997.2 factory settings). And the Topp Racing SP997 ECU Flash v1.0 is allowed. No aftermarket chips are allowed.
H. Exhaust System. Exhausts manifolds may be OEM or commercially available aftermarket exhaust headers. All other components are free. Catalytic converters may be removed. Modifications can be made to exhaust sensors to prevent a check engine light from coming on as a result of exhaust changes. Muffled exhaust is recommended.
I. The battery must be in the stock location and weigh a minimum of 10lbs.
2. Suspension.
A. All suspension components not otherwise listed must be stock factory parts. All suspension components must be mounted in the unmodified factory original mounting locations. Except where specifically noted, no solid bushings are allowed.
B. Shock Tower Braces. The welded-in cage may be connected to the top of the rear shock tower. However, no other modification of any shock tower is allowed, nor are strut braces permitted. The cage may be mounted to the front firewall but cannot extend through the front fire wall.

C. Mounts. Tarett Engineering front and rear monoball camber plates are allowed: Front - part # 996FSMT, Rear - part #996RSMT.
D. Front Control Arms. Stock or Porsche Factory adjustable front control arms for the GT3 “Street “model or the Tarett kit #LCA997FL is allowed.
E. Springs and Shocks. The Motion Control 2WNR (2-way non remote) with 2.25” ID spring hardware, and with SP997 valve revision. Front spring 500-600, rear spring 600-700. All spring and shock systems must mount in the factory original locations. Stock shock and spring is allowed

F. Sway Bars and drop links.
1) Front: Porsche 997 GT3 part or Tarett Engineering 997FSBK-GTS-28.6 sway bar, drop links are free.
2) Rear: 997 GT3 part or Tarett Engineering 997.2 RSBK-OEM bar. No modification is allowed to the mounting points other than Tarett spacers RSBAADP997.2 if needed. Drop links are free.
G. Front and rear tie rods are free, with bump steer correction on the outboard side. Aftermarket locking plates may be used.
H. Any ride height is allowed, as long as no metal part of the vehicle touches the pavement.
I. The stability management system may be disabled.
3. Tires and Wheels
A. The Hankook Z214 C51 compound is the primary spec tire. The required sizes are front: 245 or 275x35ZR/18 and rear: 315x30ZR/18. Hoosier Sports Car D.O.T. Radial Wet (H2O) 245x35/18 front, 305x30/18 rears are allowed as rain tires.
B. 18” wheels are required (8-9” front, 10-12” rear) but may be any commercially available aluminum wheel. Spacers are allowed so long as the top of the tire does not stick out beyond the wheelwell fender.
C. Wheel /tire combined weight must be equal to or greater than 40 lbs. for fronts, and 46 lbs. for rears.
D. Steel bolts or lug nuts are required. Hubs may be converted to studs in place of wheel bolts.
4. Brakes
A. Brake pads are unrestricted.
B. B. Steel braided brake lines are allowed.
C. C. Brake dust guards may be removed.
D. The emergency brake, lever, cables, and all associated parts may be removed.
E. Brake dust guards may be removed. Ducts, scoops, deflectors, vanes, block-off plates, and other systems within the bodywork to direct cooling air to the brake rotors are allowed.
F. Brake cooling systems are allowed provided they use only air. The front turn lights may be removed and the openings used for brake cooling, or the molded openings in the approved aftermarket front air dam may be used but additional exterior bodywork openings are not

allowed. Modifications to existing air channels inside the bodywork to duct air for brake cooling are allowed.
G. One-piece or two-piece steel rotors may be used if dimensionally the same as stock, but the front rotor diameter may be increased to 350mm. Drilled, and slotted rotors are allowed.
H. Brake calipers must remain completely stock and mount in the factory location.
5. Transmission
A. Transmission must be stock with no modifications. PDK software must remain at factory OEM settings. All gear ratios must remain stock. Ring and pinion ratio must remain stock.

B. A separate pump, cooler, and fittings for transmission gear oil cooling is allowed. The PDK clutch hydraulic fluid circuit must remain stock.
C. The manual clutch assembly and fly wheel may be stock or be replaced with the Factory replacement or Sachs clutch kits and Aasco lightened flywheel.
D. A limited slip differential is allowed.
E. Short shift kits are allowed but not recommended. Shifter cables are free as long as they are of stock length. If the bushings are worn out in the shifter console, bushings of any material may be fabricated to replace the original bushings, or the Function First Shift Right 996 retrofit kit may be installed.
6. Body/Chassis/Interior
A. Body
1) Air dams and bumpers covers must be either stock or model year appropriate OEM like replica units. No carbon fiber is allowed. The bottom surface of the bumper cover may be cut to allow radiator airflow to escape from center radiator duct. The front bumper may be top vented ala GT3 Cup to allow for additional or rerouted heat venting of the radiator.
2) Front hood must remain stock.
3) Splitters panels may be added but not extend forward of the front bumper or air dam further than 3”, nor lower than 3” from the bottom of the front bumper. Splitter panels may not extend rearward beyond the bottom corner of the front bumper cover.
4) The front bumper must be located in the factory position and cannot be moved in any way.
5) Grills to prevent entry of debris are allowed over all exterior openings.
6) A sunroof delete panel or steel “non sunroof” skin may be used.
7) The windshield may be replaced with polycarbonate (Lexan) of suitable thickness. The door windows may be removed. Quarter windows may be replaced and vented to direct air in or out of the cockpit but not into the engine compartment. Front and rear windshields may be secured with clips and straps.
8) License plates, license plate frames, license plate lights, and insignias and emblems may be removed.
9) Hood pins are recommended. Stock hood latches may be disabled or removed.
10) All headlights and taillights must remain stock. Headlights may be covered.

11) Rear wings may be stock, year appropriate factory aero wing, or Getty Design 997 58” Wing. Getty Design rear deck lid is optional. Wing may not be positioned rearward of the center of the rear bumper cover, nor higher than 23” from top surface of rear bumper cover where it meets the deck lid (excluding Gurney flap). No carbon fiber is allowed. A Gurney flap on the wing with a height not to exceed 1" is allowed.
12) The rear bumper license plate area may be cut out to 27" wide by 7" tall maximum. There may be a tow hook hole of a max size of 6" x 3". No other modifications are permitted.

13) No exterior modification of the body is allowed other than venting of the bumper cover.
14) There must be a stock exterior mirror on each side.
15) One single element dive plane, no larger than three inches by sixteen inches, may be added to each side of the front bumper cover.
16) Rear bumper cover side vent cut outs are allowed.
B. Chassis
1) Seam welding of the chassis is not allowed.
2) Air jacks are allowed.
C. Interior.
1) A passenger seat is allowed but not required.
2) The factory dashboard instrument pod must remain intact. Additional gauges may be added. Factory navigation systems, and airbags may be removed. The lower portion of the dashboard may be removed.
3) Steering wheels are free. Quick release steering hubs are allowed.
3) The steering wheel lock must be disabled or removed.
4) The air conditioning/heating system may be removed. Retaining all or part of the AC/Heating system for defrosting is recommended.
5) All interior items may be removed except where otherwise noted. Both doors may be "gutted," but must retain perimeter frame, hinges, and door latch mechanism. The interior latch may be modified but must work. Factory door beams must remain intact or NASCAR style side intrusion door bars must be added. The door perimeter frame may be modified, but only as much as is needed to fit the NASCAR style door bars.
6) All insulating material may be removed from the interior.
7) There must be an interior mirror. The interior mirror is free.
8) Data Acquisition and in-car timing equipment is allowed.
9) Ballast: Ballast to meet minimum weight must not exceed 100lbs. All ballast must be bolted to the floor of the front passenger foot-well.

GT

Classes GT-1 through GT-6
GT cars will be classified by calculating a "performance index." The performance index applies the same principle of classification as used for the stock classes, which is weight/horsepower. The formula is:

Performance Index [PI] = (Weight x 100)/(Displacement [D] x Horsepower/Liter for engine type] [T]), or PI=(Wx100)/(DxT)
Transposing terms when you know your engine and the class you want to run in gives this:
Minimum weight for your car in your class = (minimum class PI x D x T) /100.
There are 16 engine types. Displacement in the formula is the exact displacement of the engine to the nearest thousandth of a liter. The weight (in whole pounds) in the formula includes car, driver and driver gear. Standard rounding applies to weight calculations. The table below provides the HP/L for your engine type to calculate the Performance Index or minimum class weight for your car:

Engine Type (T)	**HP/L**
4 cyl air cooled	90
4 cyl air cooled turbo	150
6 cyl air cooled	110
6 cyl air cooled turbo	210
4 cyl 2 valve water cooled	100
4 cyl 2 valve water cooled turbo	185
4 cyl 4 valve water cooled	115
4 cyl 4 valve water cooled turbo	230
6 cyl 986-based (M96 engine, any chassis)	135
6 cyl 987-based (M97 engine, any chassis)	140
6 cyl GT3 with single throttle	165
6 cyl GT3 with six throttle bodies	175
6 cyl water cooled turbo (any chassis)	240
8 cyl 2 valve	90
8 cyl 2 valve turbo	145
8 cyl 4 valve	100
8 cyl 4 valve turbo	165

Classification is as follows:

Performance Index (PI)	**Class**
425 and below	GT-1
426 to 550	GT-2
551 to 675	GT-3
676 to 825	GT-4
826 to 975	GT-5
976 and above	GT-6

 It is permissible to add ballast to change one class only. Ballast is defined as removable weight bolted into the car solely to achieve a target weight. Ballast may be placed anywhere in the car so long as it is appropriately and adequately secured.
 Cars on non-DOT or equivalent approved radial tires (radial slicks) must add an additional 50

pounds to their formula based minimum class weight.
 GT class, engine displacement, engine type and minimum weight must be written in the car's log book on the inside cover.

Vintage T/A

1. VINTAGE TRANS-AMERICAN RACING (V-T/A) CLASS REGULATIONS 1.1 INTENT: The intent of the V-T/A class is to provide a competitive class for cars of the same generation, manufactured between 1964 and 1982, to race and not compete against modern cars. This is not considered a vintage class – modern modifications for safety, and reproductions of OEM parts, if they remain in the spirit of the origin of the series, will be allowed. 1.3.1 ENGINE: engine displacement shall not exceed 358 cubic inches. Rev limiters may be used to help protect engine life.

1.3.2 TRANSMISSIONS: Gearboxes that are 5spd or 6spd are allowed so long as 4th gear is 1:1. No dogbox transmissions are allowed.

1.2 SAFETY: All cars shall conform to GCR full prep rules for appropriate safety equipment

1.3 MODIFICATIONS: All cars shall conform to the specifications listed for V-T/A in the GCR revised section:
Rev Limit: 6500 RPM
Block: Cast-iron push-rod blocks are to be used
Camshaft Lift MAX (in.): .510 intake / .510 exhaust measured at the valve
Cylinder Heads: aluminum or cast iron
Valve Size (in.): MAX valve size 2.020 intake / 1.940 exhaust
Compression Ratio: 11:1 MAX
Octane Limit: 100 Octane Fuel MAX. E-85 is not allowed.
MAX HP shall not exceed 425hp measured at the wheels.
Factory crate engines may be used and are encouraged. GM ct400 "604" and Fords D347 are allowed.
All cars shall not exceed 650cfm carburetor. Carbs shall be of mechanical secondaries and double pumper.
All transmissions must be syncroring engagement
Steel or aluminum driveshafts may be used, a driveshaft safety hoop must be installed per the SCCA GCR.
1.3.3 SUSPENSION: Suspension should stay as close to factory as possible. Aftermarket parts may be used so long as the factory mounting locations are used. Factory mounting locations may not be modified. No coilovers are allowed at this time. Swaybars may be added if your car did not come equipped with them.

1.3.4 WEIGHT/BRAKES: Minimum weight for all cars with 12.2" or less rotors is 3,150 pounds. Greater than 12.2" rotors, minimum weight is 3,450 pounds.

1.3.5 AERO: Factory style front airdams and rear spoilers are allowed. No front splitters or tall aftermarket wings are allowed.

1.3.6 WHEELS/TIRES: Wheel diameter should stay as close to period (15"-16") as possible and not to exceed 10". Other diameters: request through a BOD.

1.3.7 DESIGNATION: All cars will have the class designation V-T/A on both sides of the car with a minimum size of 4" per letter in accordance with the GCR.

Homemade spoilers that are in spirit of what was used back in the day are allowed pending approval from the V-T/A board of directors.
Tires: GoodYear BlueStreak, or Hoosiers TDR vintage tire and not to exceed 10" or 275mm section width. Other tires: request through a BOD.
1.4 GOVERNING BODY: San Francisco region SCCA shall be the sanctioning and governing body for V-T/A.
1.5 CLASS DIRECTOR(S): A class Director(s) shall be appointed by the San Francisco Region Competition Director at the beginning of each competition year in January. The Director(s) shall be ratified by a majority vote of class drivers with one vote each for every competitor that participated in the V-T/A class in the prior year. It shall be the responsibility of the Director(s) to liaison with the SF region in all matters relating to class V-T/A. The Director(s) shall have the power to implement competition adjustments to the class throughout the year with a 30-day notice to all class participants of the adjustments.
1.6 It is up to each participant to have a copy of the Group 3 V-T/A rules and a copy of the SCCA GCR and stay compliant.