

F4 Technical Advisory Memo

No: TAMF4-2020-007
Date: February 28, 2020
Subject: Shock Compliance

Underlying Rules and Interpretation

Engines, transmissions, and shock absorbers are Type 1 parts, both as assemblies and in their component parts. In the FIA Technical Regulations, article 2.7.1 states that Type 1 parts must be “used exactly as supplied” and that “repairs may be carried out only by the manufacturer”. In the SCCA Pro Racing Sporting Regulations, article 26.1 states that “the entire car, as both an assembly and individual parts, must remain as delivered, except for changes expressly permitted in writing by SCCA Pro Racing”.

For shocks, SCCA Pro Racing will interpret “repairs” to mean “repairs and service”. SCCA Pro Racing will also interpret that, in the context of repairs, “the manufacturer” will include “the series-authorized official service provider”.

Official Service Provider

JRi Shocks, LLC in Mooresville, NC is the only series authorized shock service provider. Shock service by anyone other than the series authorized service provider.

Sealing of Shocks

New or freshly serviced shocks will be sealed by JRi prior to delivery. Once delivered, the presence of seals does not confirm compliance, regardless of when sealed or by whom. At the Technical Director’s discretion, seals may be replaced at any time.

Seal Recording

JRi will record seal numbers for new and freshly serviced shocks and transmit those numbers to SCCA Pro Racing. At the first series event for a car, SCCA Pro Racing will record chassis number, shock serial numbers, and seal numbers. A team representative and a member of the series Tech Staff will both sign a log confirming the correctness of the recorded seal numbers, the shock serial numbers, and the chassis number.

Inspection of Seals

Shock seals will be examined every time a car is inspected, whether annual, pre-event, post-session, or when confiscated. Damaged seals, missing seals, or incorrect seal numbers will be interpreted as either modification of Type 1 parts or as service by someone other than the approved service provider. On that basis, the car will be reported to the Stewards with a technical violation.



HONDA

Compliance, Inspection, and Enforcement

The series expects teams to present was with rules-compliant shocks for inspection. Compliant shocks are not changed from their as-delivered state, have not been serviced by anyone other than JRi, do not have missing or damaged seals, and have the correct seals in place. If teams have any question about the compliance of a shock, it should be inspected and resealed by JRi prior to its first event.

Consistent with article 23.7 of the Sporting Regulations, at any time, the series may also require a competitor to submit one or more shocks for dynoing, teardown, and detailed inspection.

Shocks found non-compliant during inspection or during service at JRi will be reported to the Stewards as a technical infraction.

Repairs and Service

At any time, removal of shock seals by a team requires prior approval of the Technical Director. Removal without prior approval will be reported to the Stewards as a technical infraction.

Service during a championship event that requires removal of a seal must be either performed by JRi or overseen by SCCA Tech staff. When the service is complete, JRi or SCCA will install a new seal.

If a team desires to remove a shock seal at the team's shop, trackside at a private test, or at a non-championship race event, the shock(s) must be sent to JRi for inspection and sealing prior to the next championship event.

Replacement of worn spherical bearings by teams is permitted.

Substitution

It is permissible to substitute a sealed shock with another sealed shock, provided that the seal number for the replacement is correct for its serial number.

Crash Damage

Shocks with seals damaged or lost due to a crash or off-track excursion during an SCCA event may be resealed at SCCA Tech Director's discretion. The track event must be documented in the Stewards' session log and substantiated by presentation of damaged parts from the immediate vicinity of the seal.

Superseded Technical Advisory Memo

This Technical Advisory Memo completely supersedes and replaces TAMF4-2019-002.