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2026

Steward's Edition

GENERAL COMPETITION RULES

Updated Through Technical Bulletin 26-04

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FOREWORD

Electronic and printed editions of the GCR are available. The electronic edition may be updated during the calendar year and will be available on the SCCA website. The electronic editions take precedence over the printed edition. Express permission is granted members and others to transmit and use the electronic editions for purposes related to SCCA Road Racing activities.

“In all societies where there is competition - there must be laws to regulate that competition. The extent to which that competition is carried, whether by intensity or sophistication, determines the degree of complexity of the necessary laws; and the extent to which those laws are willingly accepted determines, no less, the degree of civilization of that society.”

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Mission – Vision – Values
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Welcoming Environment Statement

The Mission of the SCCA is to fuel a safe, fun and exciting motorsports experience for auto enthusiasts.

Our Vision is to be the preferred motorsports community in the U.S., built on fun, shared passion and access to an exhilarating motorsports experience.

In all its activities, the SCCA seeks to foster an atmosphere that encourages living the Values of the SCCA:

Excellence – The Spirit of a Competitor

Service – The Heart of a Volunteer

Passion – The Attitude of an Enthusiast

Team – The Art of Working Together

Experience – The Act of Wowing our Community

Stewardship – The Mindset of an Owner

To that end, the SCCA strives to ensure that ALL participants in its events and activities enjoy a welcoming environment. The SCCA supports equality of opportunity and treatment for all participants and will make every effort to maintain an environment that is free of harassment, discrimination, and any behavior that interferes with a safe, fun, and exciting experience. A commitment to a welcoming environment and the SCCA Values is expected of all its members and attendees, including drivers, workers, crew, guests, staff, contractors and exhibitors, and other participants at SCCA activities, sessions and social events and when representing the SCCA in print or electronic media.

Event Entry Standards

To ensure a welcoming and inclusive environment for all participants, any information provided during event registration or displayed on an entered car—including, but not limited to, sponsor names, car names, car designs, and graphics—that is deemed vulgar, offensive, or inconsistent with our core values will be considered a violation of the SCCA Welcoming Environment. The SCCA reserves the right to remove such information from the registration system or request that participants remove offending designs/graphics from their vehicles. Repeat offenses may result in further action. Please note that event results and images are shared online and with our partners, and we expect all entries to reflect our values of respect, excellence, and inclusivity.



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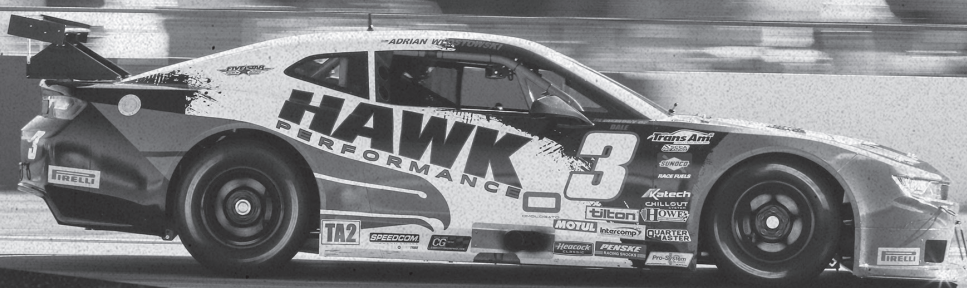
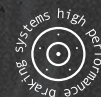


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1. CONTROLLING COMPETITION

1.1. SCCA (SPORTS CAR CLUB OF AMERICA, INC.)

The SCCA is a not-for-profit organization, incorporated in the state of Connecticut, dedicated to owning, operating, and preserving sports cars; arranging and regulating sports car events and exhibitions; encouraging safe and sportsmanlike conduct on public highways; and developing technical information relevant to these purposes. ACCUS FIA has delegated the authority to sanction FIA listed events to the SCCA. The address of SCCA can be found in the front of this rule book.

In these General Competition Rules, SCCA is sometimes referred to as “the National Office”.

1.2. SCCA GENERAL COMPETITION RULES

SCCA has established these General Competition Rules (GCR) to govern all Road Racing events sanctioned by the SCCA. The GCR also includes the General Technical and Safety Specifications, and the Category Rules.

1.2.1. Replacing the GCR

Beginning January 1st each calendar year, the newest edition of the GCR takes effect and supersedes all prior editions. Rule revisions published in prior calendar year(s) must be included in the new edition of the GCR to remain effective. Court of Appeals decisions on technical specifications are effective for the calendar year during which they are rendered, and are superseded by the following year’s edition of the GCR.

1.2.2. Revising the GCR

- A. The latest published electronic GCR version on the official SCCA website supersedes all prior GCR versions, FasTrack, Racing Memos, Member Advisories, or Tech Bulletins published in writing or on the official SCCA web site as of the first day of the month of publication.
 - 1. If any day of a race event falls on the first day of the month, the previous month’s rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event.
- B. When a rule clarification or change must be implemented immediately, the Board of Directors will issue a memorandum stating the change and its effective date. These memoranda will be posted on the SCCA website and sent to all Executive Stewards and Divisional Administrators of Tech.
- C. If preliminary performance estimates for a car initially classified or reclassified prove grossly inaccurate during its first year of classified or reclassified eligibility, the technical specifications may be changed on thirty days’ notice.
- D. Current month changes to the GCR are in red italics and previous month changes are in green italics. At the end of each calendar year all previous changes to the GCR are converted to black text.

1.2.3. Interpreting and Applying the GCR

- A. Interpreting the GCR shall not be strained or tortured and applying the GCR shall be logical, remembering that the GCR cannot specifically cover all possible situations. Words such as “shall” or “shall not”, “will” or “will not”, “can not”, “may not”, “are” or “must” are mandatory; and words such as “may” and “should” are permissive.
- B. References in the GCR to the SCCA Operations Manual and the SCCA Insurance Manual are for informational purposes; these SCCA documents may not be protested or appealed.
- C. Conflicts among or between portions of the GCR are handled as follows:
 - 1. The Category Rules take precedence over the General Technical Specifications.
 - 2. Specific class rules in the Category Section of the GCR shall take precedence over the general Category Rules and the General Technical Specifications.
 - 3. Any item not addressed in the Category Rules is controlled by the General Technical Specifications. The specification line for a particular car takes precedence over the specific class rules, the general Category Rules and the General Technical Specifications.
- D. The interpretation and application of the GCR by SCCA officials is final and binding. To promote the sport of automobile competition; to achieve prompt finality in competition results; and to recognize the numerous benefits to them, all members expressly agree that:
 - 1. The CRB determines the intent of a rule. The CRB’s determination overrides a member’s interpretation of a rule.
 - 2. If a member believes a rule is unclear, the member may seek clarification from the CRB before the start of an event through www.clubracingboard.com.
 - 3. Determination of the intent of a rule during an event is limited to those situations in which either the SOM or the Court of Appeals concludes that a rule is unclear or ambiguous as written.

4. If a rule is unclear to SCCA staff or officials, they may seek clarification from the CRB at any time through www.clubracingboard.com or by other means.
 - a. The CRB will not unilaterally engage in an appeal, overturn an appeal, or override a steward's action during an event.
 - b. The Court of Appeals or stewards will use the CRB's clarifications in rendering decisions.
5. SCCA officials' determinations are nonlitigable.
 - a. Members will not initiate or maintain litigation of any kind against SCCA or anyone acting on behalf of SCCA to enjoin, reverse, or modify such determinations, or seek to recover damages or other relief allegedly incurred or required as a result of such determinations.
 - b. Any member who initiates or maintains litigation in violation of this provision agrees to indemnify and hold harmless SCCA, its employees, agents, and members for all costs, losses, damages, injuries, judgments, awards, travel expenses, and attorneys' fees incurred or sustained as a result thereof.
- E. All money amounts specified in the GCR are in US Dollars.
- F. All dimensions are in inches unless otherwise noted.

1.2.4. Submitting to the GCR

Any organizer who applies for a sanction to conduct an SCCA race event expressly agrees, and will acknowledge the following in writing if requested:

- A. Familiarity with the GCR.
- B. Unreserved agreement to any consequences of not complying with the GCR.
- C. Renunciation of any right to recourse, except with the written consent of the SCCA, to any arbitrator or tribunal not provided for in the GCR.

1.3. ASSUMPTION OF RISK

Road racing is a dangerous sport that can result in serious injury or death. Participation in all aspects of the sport is voluntary. The ultimate responsibility for participant and vehicle safety lies with the participant, vehicle owner, driver and crew members.

The participant also acknowledges that by participating in the event, the participant may suffer bodily injury or death, or loss or damage to property. The participant further acknowledges that the participant has voluntarily assumed the risk of bodily injury or death or loss or damage to, property and waives any claims for bodily injury or death, or loss or damage to property against SCCA, its directors, officers, employees and agents, event officials, event sponsors, racetrack operators and other participants; discharges such persons and entities from responsibility for such losses; and covenants not to sue such persons and entities for bodily injury or death or loss or damage to property.

1.3.1. Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement

All participants shall be required as a condition of participation to sign all required entry forms including but not limited to such releases as shall be required by SCCA and/or its insurers. Whether or not the participant signs such releases, the participant agrees to the terms set forth therein and participant is hereby put on notice of such terms and makes such agreement either by receiving this Rulebook or by participating in the sport, or both.

1.4. MEDIA RIGHTS

The Entrant agrees to permit the Sports Car Club of America Inc., and their assigns (including but not limited to series sponsors, promoters/organizer of an Event), free of any charges duties or fees, to use, license, reproduce, have reproduced, show, have shown, without limitation in space or time, all soundtracks, photographs, drawings, trademarks, films/video pictures concerning competitors, their drivers, teams or cars involved in the event(s) on any medium whatsoever that is sourced by or under the authority of SCCA (excepting medium submitted by a participant as part of a formal protest or appeal procedure) for any documents, reports, coverage, broadcast, program, publication, video game or model production, software, etc. whether past, present or future. The Entrant further acknowledges and agrees that SCCA may freely assign or license its rights to a third party.

Participants shall conduct themselves to the highest standards of behavior and sportsmanship. Their actions shall not prejudice the reputation of the SCCA or the sport of automobile racing. Failure to comply may result in penalties as specified in Section 7; an official may, in addition, lose their assignment for that event.

2.1. BREACH OF THE RULES

Beyond any other offenses or violations of specific rules, each of the following is a breach of the GCR.

- 2.1.1. Bribing, or attempting to bribe, anyone connected with an event; soliciting, accepting, or offering to accept a bribe.
- 2.1.2. Acting to enable a person or car known to be ineligible, not properly entered, or credentialed to participate in an event.
- 2.1.3. Acting fraudulently or prejudicially to the interests of the SCCA or of the sport of automobile racing.
- 2.1.4. Driving recklessly or dangerously, anywhere on the track property.
- 2.1.5. Failing to obey a direction from an official.
- 2.1.6. Refusing to cooperate with, interfering with, or obstructing the actions of the Chief Steward, the Stewards of the Meeting (SOM), the Court of Appeals, or other review committees in the performance of their duties.
- 2.1.7. Acting in an unsportsmanlike manner.
- 2.1.8. Threatening or committing physical violence upon any other participant or spectator.
- 2.1.9. Possession of firearms is only permitted in compliance with federal and local ordinances and per facility rules and regulations. Firearms are not permitted in competition vehicles while on course.

2.2. ADDITIONAL PARTICIPANT RESPONSIBILITIES

2.2.1. Authorized Events

SCCA licensed drivers and officials may participate in any events except those specifically disapproved by the Club Racing Board (CRB) or the Executive Steward of the Division concerned.

2.2.2. Driver and Entrant Responsible for Crew

The driver and entrant are responsible for the conduct of their crew at all times during an event, including a crew member's violation of the GCR or the Supplemental Regulations. For the purpose of this section, an event begins when registration opens and ends when the driver, entrant, and all crew members from that team have left the track property at the conclusion of the event.

2.2.3. Waiver Signer Responsible for Minor

The parent (s) and/or guardian that has signed a minor waiver on behalf of a minor is fully responsible for that minor.

2.2.4. Official's Conflicts of Interest

- A. The Race Director or Chief Steward, Assistant Chief Stewards, and the SOM shall have no financial, employment or business interest; or significant personal relationship with the organizer or sponsor of an event. Being a member or holding an office in an SCCA Region is not considered a conflict of interest in the absence of any other evidence.
- B. Stewards should not operate a session where a family member, co-worker, or a person with whom they have a significant business, financial, or personal relationship is an entrant or driver.
- C. An SOM shall not be involved in a hearing involving a family member, co-worker, or any person with whom they have a significant business, financial, or personal relationship.

2.2.5. Pets at the Track

Pet owners are fully responsible for actions of their pet(s), and for any liability arising from those actions. Unless a particular track has a stated policy to the contrary, a pet may be in the paddock, provided it is appropriately confined or on a leash. A pet on a leash must be controlled by an adult, and the leash may not exceed 10 feet in length. Pets are prohibited in the pits.

2.2.6 Unmanned Aircraft Systems

Subject to federal (FAA), state, and local laws, the rules imposed by the venue, and the approval of the sanctioning SCCA Region or SCCA, Inc. Program Manager (known as the event organizer). Unmanned Aircraft Vehicle ("UAV" or "Drone") operators/owners must provide proof of FAA certification and must provide a certificate of insurance (COI) evidencing \$5M of primary liability insurance naming SCCA and the venue as additional insureds. Recreational use of UAVs is prohibited. Drone operators must comply with FAA regulations in accordance with Title 14 of the Code of Federal Regulations, Part 107, including those addressing proximity to people, restricted property, and public roads. The sanctioning SCCA Region or SCCA, Inc. Program Manager must indicate approval in the online sanction system and upload the FAA Certification and COI to the event documents.

2. Participant Conduct

2.3. IMPAIRMENT

2.3.1. Alcoholic Beverages, Narcotics, and Dangerous Drugs

- A. No drivers, entrants, or crew may consume alcohol until all practice, qualifying, or racing for their class is finished for the day. No official may consume alcohol until their duties have been completed for the day. Anyone who has consumed any alcohol on the day of an event, other than following the conclusion of their activities, shall not participate on that day, may be excluded from the balance of the event, and may be penalized as specified in Section 7. Alcohol may not be consumed in the pits until after all the day's on track activities are concluded.
- B. The use at an event by any participant of any Federal Schedule 1 controlled substance (including marijuana), or other drugs that affect the ability of the participant to safely participate in the event or may otherwise adversely affect the safety or integrity of the event is specifically prohibited. Certain prescription and non-prescription medicines may also impair performance so competent medical authority should be consulted prior to using such medicines and participating in the event. Any participant who violates this prohibition
 - shall not seek to participate in the event
 - may be excluded from the event by the Race Director or Chief Steward or the Chief of an official's specialty
 - may be removed from the grounds by the order of the Race Director or Chief Steward
 - may be penalized as provided in Section 7.

As a condition of continued participation and/or retention of any SCCA license, the participant may be required to submit to such testing procedures that may be established by SCCA in its sole discretion. Failure or refusal to submit to such testing shall be deemed a violation of the above prohibitions. However, SCCA assumes no obligation or duty to establish such testing procedures and/or to test participants on a random basis or in a specific case.

2.3.2. Medical Fitness

Participants are encouraged to have someone at the track maintain their medical information in case it may be needed by a medical treatment team.

A. Medical Fitness of a Driver

1. Responsibility of a Driver
The driver and the driver's physician are responsible for determining if the driver is medically fit for participation. The required medical examination form is a tool and guide for the physician in deciding an applicant's fitness to participate.
2. Required Medical Examination
No driver shall participate in any event unless they have been examined by a physician within the period specified in App C.2.1.A., and has been approved by that physician for a competition license.
3. Changes in Medical Condition
 - a. When a driver experiences a change in medical condition that could affect fitness to participate, the driver must:
 1. Notify the national office of the change in medical status.
 2. Discontinue participation until examined and approved in writing by a physician.
 3. Submit a new completed and approved-for-competition medical form.
 - b. If a driver seeks or receives medical attention during an event that in the opinion of the event Medical Officer may compromise the driver's on-track driving ability or create a potential safety concern, the Medical Officer must notify both the Safety Steward and the event Chief Steward.
 1. The Chief Steward is empowered under GCR section 5.12.3.B.5 to prohibit the driver from competing in the event.
 2. The Safety Steward will inform the National Office in writing. Upon receipt, the SCCA Licensing Department will make contact to remind the driver of the obligations under GCR section 2.3.2.A.3.

Examples of medical conditions that may affect a driver's fitness to participate are:

- pregnancy
- cardio/pulmonary problems
- neurological problems
- heart attack or heart surgery
- stroke
- loss of consciousness
- seizure
- major surgery

- cancer diagnosis

c. If a driver experiences a change in medical condition during an event that could affect fitness to participate, the driver must immediately notify race officials and discontinue participation until examined and approved by a physician. Failure to notify race officials at the time of the event will result in a request for a physician's written approval prior to racing or an immediate suspension of license privileges pending further review.

4. Involvement in Accident at an Event

A driver must report to the event Medical Service as soon as possible whenever any of the following conditions is met:

1. Driver is involved in an incident where their car rolls over;
2. Driver's car collides with a stationary object hard enough to cause structural damage to the car;
3. Driver is aware that they may have been injured in an incident;
4. Driver has been directed by an official to do so.

A driver transported to an off-site medical facility cannot continue to compete in that event without a medical release signed by the attending physician at the treating facility or the event Chief Medical Official.

B. Medical Fitness of Crew

Any known medical condition (including pregnancy) which could affect medical fitness to perform the duties of a crew member may prevent admission to the pits or any other hazardous area.

C. Medical Fitness of an Official

Any known medical condition (including pregnancy) which could affect the ability to perform some or all of the assigned specialty duties requires reassignment based on the recommendations of the person's physician. Some medical conditions (including pregnancy) may require reassignment to non-hazardous areas only.

D. Concussion & Loss of Consciousness

A participant who suffers a concussion, defined as a traumatic brain injury caused by a bump, blow or jolt to the head, or loss of consciousness, defined as lack of response to others or amnesia for the incident, shall be medically evaluated by the track physician or ER and is prohibited from participating in the remainder of the event weekend. If the driver is diagnosed as having a head injury or concussion, regardless of the level, the driver must have a follow up evaluation by a neurologist upon their return home. The driver must obtain the approval of the neurologist to resume racing and submit the approval to SCCA Member Services. The event Safety Steward shall notify SCCA Member Services of accidents resulting in the above. The protocol for evaluation is available from the event Safety Steward and the National Office.

2.4. DIVISIONAL ADMINISTRATOR, EXEC. STEWARD LICENSING AUTHORITY, MEMBER RIGHTS

2.4.1 Divisional Administrators and Executive Stewards manage licenses in their respective specialties for their Divisions. They may downgrade, refuse to upgrade, suspend, or not renew the license of any official for non- or under-participation, conduct violating the GCR, actions contrary to the best interests of the SCCA, or inability to perform satisfactorily at the current license grade.

2.4.2 Any official subject to a license action as described in Sections 2.4.1. may request a review of the license action.

A. Request:

1. Must be made to the official's Executive Steward in writing.
2. Must be made within ten days of the license action.

B. Review Management:

1. Non-steward Licenses - the member's Executive Steward.
2. Steward licenses - the Chair of the Stewards' Program

C. Review Committee:

1. Will be established by the Executive Steward or the Chair of the Stewards' Program according to Section 2.6.
2. Will be conducted in accordance with the Stewards' Manual guidelines.
3. May uphold, modify, or overturn the license action.

D. Appeal:

1. Parties have the right to appeal the decision of the Review Committee to the Court of Appeals, per Section 8.4.

2.5. EXECUTIVE STEWARD DRIVER AND OFFICIAL REVIEW

A Divisional Executive Steward may convene a Review Committee in compliance with Section 2.6 to review a driver or official's conduct, car legality, competition record, and/or other matters, including driver medical condition. The Review Committee may invoke penalties as specified in Section 7, suspend or change the grade of any license, and/or return a driver to an SCCA Drivers' School. The driver or official has the right to appeal the decision of the Review Committee to the Court of Appeals, as specified in Section 8.4.

2.6. REVIEW COMMITTEE MEMBERS CONFLICTS OF INTEREST

Members of review committees created under Sections 2.4. and 2.5. may not have any significant conflicts of interest or ties to any of the parties. Members will be subject to the restrictions of 2.2.4.C., and may not have any other significant conflicts of interest with any of the parties. Reviews will be conducted in accordance with the Stewards Manual guidelines.

2.7. CRB OFFICIAL REVIEW

The license of any official may be suspended by the Club Racing Board (CRB), if in their view the official's actions are contrary to the best interest of the SCCA. A license may be suspended for a period of time specified by the CRB, or it may be revoked permanently. License revocation by the CRB may be appealed to the SCCA Board of Directors.

3.1. TYPES OF SCCA RACE EVENTS

The SCCA sanctions various types of race events conducted in compliance with the GCR. SCCA race events are classified by the persons eligible to participate, the categories of cars eligible to compete, defined organizational requirements, and the awards offered.

3.1.1. U.S. Majors Tour Races

U.S. Majors Tour races are high-profile sprint races for drivers seeking an elevated level of competition. The Head of Road Racing oversees and is responsible for the U.S. Majors Tour; events are operated by host Regions, with assistance from the U.S. Majors Tour Staff in some cases. The U.S. Majors Tour is organized as a series of events within six geographic units known as Conferences. Competitors will find event specific information on the SCCA website and in the Supplemental Regulations

A. Types of U.S. Majors Tour Events

1. Conference Events

Points earned in Conference races in Majors-eligible classes will count toward Conference Championships (see 3.7.2). Drivers in Majors-eligible classes that are also included in the Runoffs will earn credit toward National Championships Runoffs eligibility (see 3.7.4). There may be a non-Majors eligible component of an event (see 3.1.1.E.3).

Bonus Majors Classes: Bonus Majors are intended to offer a replacement Conference Majors event opportunity for specific classes that are Majors-eligible, but not Super Tour-eligible. At designated Regional events, the Head of Road Racing may designate select classes as “Bonus Majors” eligible. Bonus Majors events and races will count toward Conference Championships and Runoffs eligibility the same as a Conference Majors event.

2. Super Tour Events

Super Tour Events are specially-designated Conference Events that include additional enhancements. Points earned in Super Tour Events will count toward the Conference Majors Championships (see 3.7.2), and the Super Tour Championship (see 3.7.3) for Super Tour-eligible classes (see 3.1.1.E). Drivers in Super Tour classes that are also included in the Runoffs will earn credit toward National Championship Runoffs eligibility (see 3.7.4).

3. Festival

Entry invitations are limited to the particular class(es) specified in the Supplemental Regulations.

Points earned in Festival events do not count toward Conference Championships.

B. Driver Eligibility

Only drivers who hold an SCCA Full Competition License are eligible to enter.

C. Organizing Personnel

1. Head of Road Racing or their designate - oversees all aspects of the U.S. Majors Tour, including the appointment of personnel.

2. Race Director (RD)

a. Appointed by Head of Road Racing for all Super Tours. Appointed by local Executive Stewards for their respective Conference. Conference RD serves as Asst. RD for Super Tour events within that Conference.

b. The RD works with each Executive Steward and host Region to appoint the balance of the Stewards for each U.S. Majors Tour event.

c. The RD works with the event Stewards to conduct the event.

d. Only the RD in agreement with the Region’s representative may modify the Supplemental Regulations, as permitted in 5.12.2, after the Sanction has been issued; they may act on these matters without filing a Request for Action with the SOM.

e. Administrative actions taken by the RD (including modifying the Schedule of Events and race groupings), are non-protestable; actions/penalties imposed by the RD for driving or compliance are protestable.

3. Series Administrator (SA)

a. Required for all Super Tours, optional for other Conference events.

b. The SA oversees series organization and administration of the U.S. Majors Tour series events for their Conference.

3. Events

4. Series Chief Technical Inspector (SCTI)
 - a. Required for all Super Tours, optional for other Conference events.
 - b. The SCTI works with the CCC and event Technical Staff to provide consistent compliance checking across all the events in their Conference.
5. Series Timing Administrator
 - a. Required for all Super Tours, optional for other Conference events.
 - b. The Series Timing Administrator works with the local Timing team to deliver enhanced timing functionality to events.
6. Series Public Relations Representative
 - a. Required for all Super Tours, optional for other Conference events.
 - b. The Series PR Representative provides communication and public relations support for the event.
7. Series Clerk of the Course
 - a. May be designated for Super Tours, optional for other Conference events.
 - b. The Clerk of the Course is an Operating Steward that works in Race Control with local stewards to provide consistency in race operations.
8. One or more SCCA Regions may organize a U.S. Majors Tour event. The region or group hosting a Super Tour event will enter into a written agreement with the National Office that details the responsibilities of both parties.
9. A Class Ambassador (CA) may be designated for a specific class during an event to be available in an advisory role for the Race Director, drivers, and teams.

D. Event Format / Schedule

The National Office has developed standard formats for each type of U.S. Majors Tour event. Standard formats may be altered on a limited, case-by-case basis by the Head of Road Racing in coordination with the Chair of the Club Racing Board.

1. Conference Events
 - a. There shall be a maximum of two (2) races per race weekend. At least one race for each race group will be a minimum of 45 miles. The other race of the weekend shall be a minimum of 20 minutes in length.
 - b. Minimum track time
 1. Two-day events shall have a minimum of 35 minutes of non-racing track time available per Majors class entry. Two qualifying sessions are recommended.
 2. Three-day events shall have a minimum of 50 minutes of non-racing track time available per Majors class entry. Two qualifying sessions are recommended. End-of-session hardship policy is recommended.
2. Super Tour Events
 - a. There *will* be a maximum of two (2) races per race weekend. At least one race for each race group will be 35 minutes in *duration* with a maximum *length* of 50 miles. The other race of the weekend *will* be a minimum of 25 minutes in *duration* with a maximum *length* of 40 miles. *Variations of these event formats may be approved by the head of Road Racing and published in the supplemental regulations.*
 - b. Minimum track time
 1. Two-day events shall have a minimum of two (2) qualifying sessions totaling at least 35 minutes of non-racing track time available per Majors class entry.
 2. Three-day events shall have a minimum of one practice session and one qualifying sessions totaling at least 50 minutes of non-racing track time available per Majors class entry. Two qualifying sessions are recommended. End-of-session hardship policy is recommended.
 3. The schedule must show start times for all sessions, however, it is understood that actual start times will vary based on on-track situations and forces of nature. Minor running adjustments to the schedule do not require Requests for Action to the SOM.
 4. All U.S. Majors Tour events are open to the public. Host Regions and the National Office jointly promote U.S. Majors Tour events.

E. Classes to be included in U.S. Majors Tour events:

1. All Majors-eligible classes will be included in Conference events.
2. A select number of Majors-eligible classes will be included in the Super Tour events. Included classes will be announced no later than December 1st prior to the start of the season.
3. Regional classes may be included in Majors run groups at Conference Majors events only. See also 3.1.1.F.2.b.

F. Additional Majors Requirements:

1. Conference preferred numbers will be administered by the National Office and shall be honored at all Majors events until 14 days prior to the event. If two drivers holding the same preferred number request that number for the same run group, the number will be assigned to the driver with the earliest request.
2. For the purposes of Conference points keeping, timing and scoring shall supply an Orbits database backup file (Orbits 5 preferred) to the SCCA National office (see front of book for email address) within three business days of the event to tabulate series points. Any revisions not included in that file shall be communicated with the submission.
 - a. All drivers listed on the final race results shall be consistent with the numbers included in the event audit.
 - b. When non-Runoffs eligible classes are included in Runoffs-eligible groups at Majors Conference events, the non-Runoffs eligible entries are treated as Majors entries and are subject to the same event audit fees and must meet the driver eligibility requirement in GCR 3.1.1.B.

3.1.2. Regional and Endurance Races

The requirements for Regional and Endurance races are given below and in the referenced appendices. Some Regional races may be designated as Division Championship points races.

- A. Regional Race: All sprint races (a competition that is limited to a single driver in a car), except U.S. Majors Tour events, are designated as Regional races.
- B. Endurance Race: A competition that allows multiple drivers in the same car, is meant to test the durability of equipment, endurance of participants, and will include a minimum of one mandatory pit stop.
- C. Regional and Endurance races are ordinarily open to the following competitors:
 1. Drivers holding SCCA Full Competition Licenses, SCCA Pro Licenses, SCCA Vintage Licenses, and those holding SCCA Novice Permits (AppC.2.7.F).
 2. Canadian Residents holding current ASN National Licenses, are 21 or years of age or older, and are members of SCCA.
 3. SCCA members holding competition licenses issued by SCCA-approved organizations. The event Supplemental Regulations must list the particular organizations and licenses not eligible for a specific race or else exclude the entire group of organizations and licenses by reference to this section. Minors possessing competition licenses issued by SCCA approved organizations must also complete the minor competition license requirements found in AppC.2.5. If a driver is currently listed on the SCCA Probation and Suspension List, then they may not use any other sanctioning body's competition license to participate in an SCCA event.

The organizations whose licenses are currently approved by SCCA for competition in Regional events are listed in AppC.

Please direct any questions about licenses to the Road Racing department in the National Office.

Section 9.1 identifies the classes of cars eligible to compete in Regional and Endurance races.

3.1.3. Drivers' Schools

Drivers' Schools provide instruction in safe and sportsmanlike wheel to wheel competition. They shall be conducted according to the GCR and under the following conditions:

- A. *When production and formula cars are entered, the entered cars will be divided into at least open and closed wheel groups, which will run separately from one another. SRF or SRF3 cars may be grouped with small bore production cars. Sports Racing/Prototype cars may be grouped with Formula cars. (See AppB.1.4.2.)*
- B. Only students undergoing instruction and their instructors may participate on track. However, a driver holding an SCCA competition license or a license from any organization listed in AppC.2.8.B may be admitted as a student at the discretion of the Chief Steward.
- C. *Driver Eligibility*
 1. *Age of Majority (Generally 18+ but may vary – check local laws.)*
 - a. *Current Annual Membership in the SCCA.*
 - b. *Valid government-issued driver's license.*
 2. *Minor Drivers (Defined in Appendix C. 1.3.A)*
 - a. *Current Annual Membership in the SCCA.*
 - b. *Valid government-issued driver's license or SCCA Novice Permit*
 - c. *Parental consent and minor waiver as outlined in Appendix C 1.3.B.1*
 - d. *Minor drivers without a state driver's license must have a valid SCCA Novice Permit.*

3. Events

3. *Physical and Medical Fitness Drivers must not be on medication or have a medical condition that impacts the ability to participate and be able to handle the physical and mental demands of competition for the length of a session for each session of the event.*

D. *The organizing region may limit participating classes and may include eligible Club Race Experience vehicles.*

3.1.4. Vintage/Historic Races

Vintage/Historic races may be included on SCCA programs under the following conditions:

A. The Vintage/Historic segment is provided for in the sanction and Supplemental Regulations.

1. Vintage/Historic events are run under the 13/13 rule.

a. At a minimum any participant being found at fault in an accident will be put on a probation for a recommended 13 months. Any participant being found at fault in an accident while on probation will be excluded from further participation and suspended from competition for 13 months.

B. Each driver is an SCCA member holding an SCCA Full Competition License, SCCA Pro License, Vintage License or an SCCA Novice Permit as provided in AppC.2.7.D. and F., or an SCCA approved license.

The following organizations' licenses are currently approved by SCCA for competition in Vintage/Historic events:

1. Classic Sports Racing Group (CSRG)

2. Historic Sportscar Racing (HSR)

3. Society of Vintage Racing Enthusiasts (SOVREN)

4. Sportscar Vintage Racing Association (SVRA)

5. Vintage Auto Racing Association (VARA)

6. Vintage Motorsports Council (VMC) and VMC member organizations. A list of organizations can be found here: <http://the-vmc.com/>.

7. Vintage Driver's Club of America (VDCA)

Please direct any questions about licenses to the Road Racing department in the National Office.

C. All Vintage cars must conform to Appendix Z of the SCCA Vintage Competition Rulebook (VCR), publication #5684 dated March 2005. Roll cages as defined in Appendix Z of the current VCR are required in all production cars considered model year 1973 or later. There is no requirement for cars from model year 1972 or earlier to have roll cages; however, members are encouraged to install roll cages in such cars where satisfactory installation can be achieved. At a minimum, roll bars are required for production cars from model year 1972 or earlier. Where allowed, roll bars must conform to Appendix Z of the current VCR.

Driver restraint systems must meet current GCR requirements. Driver window safety net or arm restraints are required in closed cars. Open cars require arm restraints.

D. Vintage/Historic cars shall not be allowed to be grouped with any other SCCA racing classes in SCCA Regional and U.S. Majors Tour events (except in a Driver's School).

E. Vintage/Historic sanctioned race groups may include non-vintage classes.

3.1.5. SCCA Test Days

SCCA Test Days are non-competition track days scheduled, sanctioned, and insured under standards included in AppB. SCCA Test Days are conducted according to the GCR. This does not apply to track-run test days. In addition, the following standards apply:

A. Each driver is an SCCA member holding an SCCA Full Competition License, SCCA Pro License, Vintage License or an SCCA Novice Permit showing Drivers' School requirements signed off as provided in AppC.2.7.D and F, or an SCCA approved license. A Novice Permit holder who is participating in an Alternative Drivers' School may participate in SCCA Test Days in accordance with the provisions of AppC.2.7.E.3.

B. Sections 9.1 and 3.1.4.C identify the classes of cars eligible to compete in SCCA Test Days.

C. Officials meet the requirements of 5.1.3.

D. At a minimum, a Race Director or Chief Steward and Assistant Chief Steward – Safety are required.

E. Unless required by the track, or local authorities or ordinances, Sound Control is not in effect.

F. Staffing and equipment meet the requirements of 5.4. and 5.5, with the following exception(s):

1. In section 5.5.3.C., if necessary, stations may be staffed with a minimum of 1 person.

G. Formula cars may be combined with Sports Racing cars, but may not be combined with other categories.

H. A maximum of 25 cars per mile may be on the course simultaneously, with no exception.

3.2. SCHEDULING RACE EVENTS

SCCA race date/event scheduling, postponement and cancellation policies and procedures are found in AppB.1.1.

3.3. SANCTIONING RACE EVENTS

A sanction is the documentary approval granted by SCCA Road Racing to organize and conduct an SCCA race event. The relevant policies and procedures are found in AppB.1.3.

3.4. SUPPLEMENTAL REGULATIONS AND ENTRY FORMS

The requirements for Supplemental Regulations and Entry Forms are found in AppB.1.4.

3.4.1. Changing U.S. Majors Tour Supplemental Regulations

The Race Director may change the Supplemental Regulations of a U.S. Majors Tour event as permitted in 5.12.2. in agreement with the event organizers prior to making changes and promptly inform the Chair of the SOM of all changes.

3.4.2. Changing Regional Race Supplemental Regulations

All non-clerical errors and omissions changes to the Supplemental Regulations and event schedule must be approved by the SOM. Prior to the start of the event, the Chief Steward may make clerical errors and omissions changes to the schedule and/or class groupings and related information (for example, the omission of a class or a reference to the rules for a regional class). Except for modifications to the schedule and/or class groupings, no changes may be made to the Supplemental Regulations after the pre-entry period is open unless either there is unanimous agreement by all affected competitors who have already entered, or the SOM determine changes are necessary for reasons of safety or forces beyond their control.

3.5. INSURANCE

SCCA race/event insurance policies, procedures, and coverages are found in Appendix B.2. on the SCCA website.

3.5.1. Waivers

- a. All participants must be properly credentialed for the event. All adult participants must also either sign the SCCA waiver at the event or have an SCCA annual waiver on file at the National Office and present their hard card it at registration. Minors, between the ages of 14 and the age of majority as determined by the law in the state of the individual's residence (typically 18 years old, varies by state)-requiring hazardous area credentials must have an executed annual minor waiver on file at the National Office.
- b. A PARTICIPANT is one who has been permitted to compete, officiate, observe, work for, or participate in any way at an SCCA sanctioned event AND/OR being permitted to enter, for any purpose, any restricted area.

3.6. AWARDS

Drivers compete primarily for points and trophies in SCCA events, although financial awards may also be offered.

3.6.1. Distributing Awards

Organizers *may* have event awards, *if any are to be awarded*, for each race available to distribute as soon as Official Results are determined, or after the period for receiving protests has elapsed so *that* placing drivers can take their trophies with them. Awards will not be distributed until after any protest affecting their distribution has been settled. If notified of an intent to appeal any decision which would affect awards, the SOM will direct that the distribution be held pending *the* Court of Appeals decision.

3.6.2. Trophies

- a. U.S. Majors Tour event trophies will be awarded on the following minimum basis for each participating class:

Number of Starters	Trophies Awarded for Finishing Position
2	1 st place only
3	1 st and 2 nd
4	1 st , 2 nd , and 3 rd

- b. Conference and Super Tour Championship awards and recognitions may be limited to drivers who complete a minimum of three (3) or more events within a specific Championship.

3.6.3. Prize Money

The SCCA may require as a condition of an event sanction that any prize money be deposited in escrow a satisfactory period of time prior to the start of the event, and also that the SCCA controls the distribution of the prize money.

3.6.4. Refuse Awards

A driver may refuse all event/series awards for an individual race, event, or entire series by notifying the Race Director or Chief Steward before the race. The driver must meet all other GCR requirements, including impound. The driver may earn a lap record and, may receive license credit for the race if scored as a race finisher.

3.7 CHAMPIONSHIPS

3.7.1. Division Championships

Each Division will conduct a championship program for members of its included Regions. Division Championship rules will be posted on the Division website or other publicly-available online location.

3.7.2. Conference Championships

Each Conference will award Championships for each Majors-eligible class based on points earned in U.S. Majors Tour Conference and Super Tour races. A driver may enter events in one or more Conferences, but points only accrue within the Conference in which the event is held. If a single event is designated for multiple Conferences, points are scored in each Conference. The minimum number of U.S. Majors Tour races per Conference is 10 and the total may vary; a driver shall count the best 8 finishes in a conference for the class championship. In order to maintain parity across different race weekends within a Championship, on a case-by-case basis, the Head of Road Racing may approve a race to count twice in the Championship. Point standings are maintained by the SCCA National Office and posted at www.scca.com.

A. Dead Heat Race Finish

When there is a dead heat in a race finishing position, the total points for the positions tied are added up and divided equally between or among the tied drivers. Points then continue starting with the next untied position.

B. Race Points Awarded Only to One Driver

Points are awarded to one driver per car for each race. When more than one driver competes in the same car in the same race, neither is awarded points.

C. Championship Ties

Ties in final Championship standings are resolved based on the drivers' records of first place finishes, then second place, then third and so on, as needed; including any finishes beyond the drivers' best 8. If two or more drivers have identical records, they are tied for the position in the standings.

D. Points are awarded to the top 20 finishers (as defined in 6.10.3) in each race as follows: 25, 21, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

3.7.3 Super Tour Championship

Super Tour Championship Point Standings will be compiled for Super Tour event participants in each Runoffs-eligible class. A driver's best six points races in the same class count in the Super Tour Championship, regardless of the Conference in which the points were earned. In order to maintain parity across different race weekends within a Championship, on a case-by-case basis, the Head of Road Racing may approve a race to count twice in the Championship. Additionally, the National Championship Runoffs (in the same class) will count as a seventh scored race. Ties will be broken initially by Runoffs finishing position and then by 3.7.3.C, if needed.

A. Dead Heat Race Finish

When there is a dead heat in a race finishing position, the total points for the positions tied are added up and divided equally between or among the tied drivers. Points then continue starting with the next untied position.

B. Race Points Awarded Only to One Driver

Points are awarded to one driver per car for each race. When more than one driver competes in the same car in the same race group, neither is awarded points.

C. Championship Ties

Ties in final Championship standings are resolved based on the drivers' finishing position at that year's Runoffs. If tied drivers do not participate at the Runoffs, ties will be resolved by records of first place finishes, then second place, then third, and so on as needed; including any finishes beyond the drivers' best six (6). If two or more drivers have identical records, they are tied for the position in the standings.

D. Points are awarded to the top 20 starters that have completed half of the laps of the overall race winner in each race as follows: 25, 21, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

3.7.4. SCCA Runoffs

SCCA schedules and conducts an event each year called the SCCA Runoffs, open to all U.S. Majors Tour participants who meet the invitation qualifications. A driver must qualify in the same class(es) in which they are entering the Runoffs, though they may compete in any car eligible for the class(es).

The SCCA Runoffs determine the SCCA National Champion in each eligible class.

SCCA publishes the Supplemental Regulations defining driver and car eligibility and other event details.

A. Invitations to the SCCA Runoffs

Two distinct paths exist for qualifying for a Runoffs invitation. Invitations are issued to all drivers in invited Runoffs-eligible classes based on the following minimum qualifications:

1. U.S. Majors Tour Super Tour and/or Conference Events

A driver must meet participation and performance requirements.

a. Participation Requirements

Participate on track in a minimum of three (3) separate U.S. Major Super Tour and/or Conference event weekends and have a minimum of three (3) individual race finishes, all in the same class. Events may be a part of any Conference.

A driver may substitute two (2) Regional-sanctioned weekends for one (1) of three (3) Majors weekend participation requirements. Eligible Regional weekends shall occur between the conclusion of the previous Runoffs and a date not less than two (2) weeks prior to the start of the Runoffs or as otherwise specified in the Runoffs supplemental regulations.

This replaces Majors event participation but not the Majors finish or points requirements.

Endurance races are not eligible

b. Performance Requirements (*Suspended for 2026*)

A driver must meet one of the following:

1. Finish in the top 10 of a Conference's point standings in class, or, in classes with more than 20 participants, finish in the top 50 percent.
2. Finish in the top 50 percent of the Super Tour point standings following the last Super Tour/Majors race.

Example: If 100 drivers participate in a class within a Conference or the Super Tour in the current race season, the top 50, who score any points, will receive an invitation.

2. Defending Runoffs Race Winner

In addition, a current defending Runoffs race winner, who has not met the Runoffs invitation requirements in 3.7.4.A.1 may be accepted as an entrant even if they did not meet the participation requirements of 3.7.4.A.1.

- a. The entry will not be included in the total count of Runoffs invitations.
- b. They may compete only in the class(es) being defended, though they may compete in any car eligible for the class(es).
- c. They will not bump anyone from the field who was invited based on the qualifications in 3.7.4.A.1.
- d. A driver may not invoke the provisions of this section in two consecutive years in the same class, even if they repeat as a Runoffs race winner.
- e. Drivers in classes not invited to the Runoffs will not be permitted to use the defending champion's provisional entry in other classes.

3. Additional Requirements

The driver must hold a current SCCA Full Competition License.

B. Refusal Of Entry

A competitor whose entry has been refused for the SCCA Runoffs may protest and appeal only the refusal of their entry, and they may protest up to 15 days before the start of the event. (See 4.4.6.)

C. Invited Runoffs Classes

All classes with a combined two-year event average of at least 5.0 participants in Majors and Runoffs competition will automatically be invited to the following year's Runoffs. Classes not meeting that criteria may be invited as the event format and venue permits. The Road Racing department, in consultation with the Club Racing Board, will determine and announce by January 1 the Runoffs-eligible classes invited to the next Runoffs consistent with the event format and venue. For example: If the two-year period includes 68 Majors weekends and two Runoffs, for a total of 70 events, a class would need at least 350 participants over that period to average 5.0 per event.

1. A Runoffs-eligible class with a minimum of 10 qualified drivers entered who have participated in at least one on track session at the current year's Runoffs will name a National Champion.
2. A Runoffs-eligible class with a minimum of 3 race starters and fewer than 10 qualified drivers entered who have participated in at least one on track session at the current year's Runoffs will name a National Champion but subsequently be on probation for the following year's Runoffs. Should a class on probation at the Runoffs fail to have a minimum of 10 qualified drivers enter and participate in at least one on-track session the year it is on probation, that class may run as a supplemental class but will not name a National Champion. A Runoffs-eligible class that does not have a minimum of 3 race starters, regardless of probation status, may run as a supplemental class but will not name a National Champion.
3. Classes may be combined as needed to limit the number of race groups with a preference for combining no more than 2 classes for any race.



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4. PARTICIPANT LICENSING, EVENT CREDENTIALS & ENTRIES

4.1. SCCA RESERVATIONS OF RIGHTS

SCCA is a private, not for profit organization, and it reserves the right to deny any license, or to revoke any previously issued license, for any reason or no reason, except that SCCA will not deny or revoke a license solely on the basis of race, creed, color, sex, or national origin.

4.2. SUBMITTING TO THE GCR

Anyone who applies for an SCCA license expressly agrees, and will acknowledge the following in writing if requested:

- A. Familiarity with the GCR;
- B. Agreement without reservations to any consequences of *not* complying with the GCR;
- C. Renunciation of any right to recourse, except with the written consent of the SCCA, to any arbitrator or tribunal not provided for in the GCR.

4.3. PARTICIPANT LICENSES

4.3.1. SCCA Licenses

SCCA issues Competition and Officials' Licenses based on qualifications and experience. Information and procedures about Competition and Official's licensing and grades are found in Appendix C. Any individual may be a Crew member. Crew must be SCCA members to gain access to the pit lane and other hazardous areas. (See 4.5.3.)

4.3.2. SCCA Membership

SCCA licenses are issued only to SCCA members in good standing. The types of membership are found in the SCCA Operations Manual.

4.3.3. Expiring License and Membership

All licenses show the month and year of expiration, which coincides with the individual's SCCA membership anniversary date. Any participant who is properly registered for an event may participate for its duration even if their membership and license expire while the event is in progress.

4.3.4. Membership and License Requirements

- A. A participant registered for an event must have a current membership and license in their possession. The license must be the proper level for the type of event and activity.
- B. All entrants must be members of the SCCA and they are subject to all provisions of the GCR. (Refer to 7.2.1.)
- C. Only licensed members may be in hazardous areas. Non-members may only be where the hazards do not exceed those to the general public. The exception is that employees of services hired by the organizer or the track who enter restricted areas to fulfill their job responsibilities (such as ambulance, wrecker, and fire crews) are not required, but are recommended, to be SCCA members. For the purpose of determining a hazardous area, the definition "outside the protection of a positive barrier" is used.

4.3.5. Presenting a License

When requested, any official, driver, entrant (if Entrant Licenses are required), or crew must show their license to an official.

4.3.6. Karting License

Divisional licensing administrators may consider karting experience toward a full competition license. Organizations with robust licensing processes (ie. SKUSA) will be considered for automatic issuance of a full competition license. Ease of entry via this path will be promoted within SCCA and to karting groups through all available communication resources.

4.4. RACE ENTRIES

An entry submitted and accepted according to the GCR and event Supplemental Regulations is an agreement to participate in that event. Provided the entrant or driver has made every effort to participate, the organizers will adhere to their published refund policy. Failure by any party to adhere to the entry agreement may be treated as a breach of the GCR.

4.4.1. Entering an Event

An entry is considered official and a competitor is considered entered in an event under the following conditions:

- A. The competitor is in good standing and their competition privileges have not been suspended.
- B. An official event Entry Form has been completed, signed (or if an electronic entry, the approved Road Racing consent box is checked), submitted to and received by the organizers.
- C. The entry fee has been submitted to and received by the organizers.
- D. All monies due the SCCA have been submitted and paid.

4.4.2. Entering Multiple Classes

An entrant or driver who enters more than one class under a single sanction number must submit separate entry forms and fees for each class. If both classes are in the same run group, a separate entry for each class and unique car # is required. Note: A car may only compete (earn points) in one class per race and must use the number associated with the unique entry for that class in that race.

4.4.3. Withdrawing an Entry

If an entry is withdrawn prior to the entry deadline, there is no penalty, and the organizers will return the entry fee. If the entry is withdrawn after the entry deadline, the organizers may return all or part of the entry fee. An entrant or driver may be found in violation of the GCR if they are officially entered in one event but participates in a different competition held on the same day.

4.4.4. Falsifying an Entry

An entry containing a false or incorrect statement may be determined null and void by the SOM or other reviewing group. The entrant or driver may be found in violation of the GCR, the entry fee may be forfeited, and additional penalties imposed.

4.4.5. Racing Under an Assumed Name

Unless the Road Racing Department authorizes a driver to use an assumed name, they must sign all official documents with their legal name for all events requiring an SCCA Competition License.

4.4.6. Refusing an Entry

Even if an entry meets all the requirements outlined in 4.4.1., above, the organizers have the right to refuse an entry without giving a reason. If an entry is refused, notification must be sent to the entrant or driver at the address on the Entry Form as soon as possible, and normally at least 5 days before the event.

4.5. EVENT CREDENTIALS**4.5.1. Waivers**

Anyone participating in an event must sign the SCCA Release and Waiver of Liability Agreement (unless an annual waiver is on file at SCCA National Office) before an event credential (pass) will be issued.

4.5.2. Photo ID

A. One of the accepted forms of Photo ID is required for any registered event participant who is an SCCA licensed member.

1. An SCCA-issued photo ID (hard card or electronic form) issued by the SCCA National Office, SCCA Pro Racing or an SCCA Region.
2. A Government issued photo ID (Driver's License, State Identification Card, U.S. Military ID, or Passport) with verification of current SCCA license and membership. The credential for the event must be clearly visible.

B. Identification cards from any other organization will not be accepted.

C. A non-member or weekend member will be issued a paper pass or a wristband.

4.5.3. Hazardous Areas

A. Hazardous Area Credentials – SCCA members who are 18 and older may be issued credentials allowing them access to hazardous areas. SCCA members 14 years to the age of majority as determined by the law in the state of the individual's residence (typically 18 years old, but it may vary) who have a completed Annual Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement, and a completed Minor's Assumption of Risk Acknowledgement on file in the SCCA National Office may be issued credentials allowing them access to hazardous areas. Minor waiver will appear as a license on the Minor's membership/license card. (See AppC.1.4., AppC.2.5.) Otherwise, they may not enter any area where the hazards exceed those of the general public.

B. Non-Hazardous Area Credentials – Non-member participants may be issued credentials which do not allow them access to hazardous areas. Guests of the organizer or spectators may be issued credentials or tickets which do not allow them access to hazardous areas.

5. OFFICIALS, THEIR DUTIES, OPERATING PROCEDURES, AND EQUIPMENT

The principal officials, who direct the event, may include the following:

- Race Chair
- Chief Course Marshal
- Chief of Emergency Services
- Chief of Flagging
- Chief of Communications
- Chief Registrar
- Chief of Sound Control
- Chief Starter
- Chief Technical Inspector
- Chief of Timing and Scoring
- Chief Observer
- Chief of Pit
- Chief of Grid
- Chief of Race Administration
- Judges
- Stewards of the Meeting (SOM)
- U.S. Majors Race Director
- Chief Steward
- Assistant Chief Steward–Safety (ACS – Safety)

Except for the SOM, these officials may have assistants to whom any of their duties may be delegated.

5.1.1. Required Stewards

At a minimum, there shall be a Race Director or Chief Steward, an ACS – Safety, and at least 2 SOM (including a Chair and one other licensed steward unless the Alternate SOM Model (5.12.1.C.) is used).

5.1.2. Appointment

A. Runoffs

The SCCA will appoint all Runoffs officials.

B. U.S. Majors Tour

The SCCA will appoint for each Super Tour, a Series Administrator, and, upon consultation with the Chair of the Stewards Program, a Race Director and a Series Chief Tech Inspector. All other event stewards shall be appointed by the Executive Steward for the event's Division, with input from the Race Director. The local Executive Stewards may appoint a Race Director for each U.S. Majors Tour Event in their conference. The organizer conducting the event appoints all other officials, subject to approval by the Executive Steward, U.S. Majors Tour Race Director and the Chief Steward at each event in their Super Tour. At U.S. Majors Tour events, where there is a Race Director and a Chief Steward, the Race Director has final authority over the event. The Race Director must still adhere to the responsibilities stated in 3.1.1.C.2 and 5.12.2.

C. SCCA Regional Events

The Division's Executive Steward appoints all event Stewards. The organizer conducting the event appoints all other officials, subject to approval by the Executive Steward.

5.1.3. Minimum Grades of Licenses

For the following events, these minimum licenses are mandatory:

Stewards	U.S. Majors Tour	Regional	Drivers' School
Chief	National*	Divisional	National
Chair of the SOM	National	Divisional	Divisional
*Appointed by SCCA upon consultation with the Chair of the Steward's program			

Chiefs of Specialty	U.S. Majors Tour	Regional	Drivers' School
Emergency Services	National	Divisional	National
Flagging and Comm	National	Divisional	National
Grid Marshal	National	Divisional	National
Pit Marshal	National	Divisional	National
Registrar	National	Divisional	National
Starter	National	Divisional	National
Technical Inspector	National	Divisional	National
Timing and Scoring	National	Divisional	Divisional
Sound Control	Divisional	Divisional	Divisional

5.1.4. Right to Oversight

The SCCA reserves the right to designate a qualified person to evaluate any competition.

5.1.5. Plurality of Duties

Except for the Race Director, the Chief Steward and the Chair of the SOM, the same person may hold more than one official position at an event.

5.1.6. Separation of Duties

Officials may not perform duties not clearly attached to their appointment(s).

5.2. RACE CHAIR**5.2.1 U.S. Majors Tour Event Chair Responsibilities**

The Race Chair organizes the event in conjunction with the Conference Series Administrator in accordance with the event agreement between SCCA and the organizing region.

5.2.2. Regional Event Race Chair Responsibilities

The Race Chair organizes an event. Specifically, the Chair will:

- A. With the promoters, organizers, and the Chief Steward determine the schedule (including all activities during the event) and draft the Supplemental Regulations.
- B. See that all Entry Forms are distributed.
- C. Arrange for insurance conforming to SCCA requirements, and for a copy of the Insurance Certificate to be presented to the Chief Steward, the Chair of the SOM, the ACS – Safety, and the track before the beginning of the event.
- D. Arrange for trophies and their proper distribution.
- E. Arrange for the use of the course and all necessary facilities.
- F. See that qualified officials are appointed.
- G. Work with each Chief of Specialty to assure that they have the proper equipment and facilities.

5.3. COURSE MARSHAL

The Course Chief prepares and maintains the course and performs other related duties assigned by the ACS – Safety and the Chief of Emergency Services (Chief of ES) in conjunction with the Race Director or Chief Steward.

5.4. EMERGENCY SERVICES – MEDICAL AND FIRE SAFETY

The Chief of ES, in conjunction with the Race Chair and ACS – Safety, staffs and equips the event for medical and fire safety.

5.4.1. Purpose

- A. To establish equipment and personnel needed to affect a workable medical, fire, and safety plan. Detailed plans need to be based on the specific conditions at the event facility and local, state or federal protocols and regulations.
- B. The Chief of ES shall be familiar with local, state, and federal regulations for accident and medical emergencies. At tracks where SCCA volunteer medical personnel cannot perform medical duties, the Chief of ES and the ACS – Safety will be responsible to ensure that proper medical equipment is available, and that proper medical procedures are being followed.
- C. A copy of the medical and fire safety plan for each track must be submitted by the Divisional Executive Steward to the National Office.

5.4.2. Personnel

A. Medical

The following apply:

1. There will be a Chief Medical Official who is either: 1) Physician, MD or DO, preferably with an EMS background and licensed to practice in at least one (1) state or, 2) Paramedic or equivalent (advanced life support technician) with an active license or certification for the state in which they are operating, or, 3) PA (Physicians Assistant) or APN (Advanced Practice Nurse) trained and experienced in EMS and emergency medicine with an active license. The Chief Medical Official may be a person contracted with the track, and not an SCCA member, but the official must coordinate with the Chief of ES.
2. There should be a second licensed medical person (EMT, paramedic, physician's assistant, registered nurse, etc) to assist the Chief Medical Official(s).
3. Medical personnel report to the event Chief Medical Official.
4. Medical units should be stationed so that the maximum time for a first medical response is no more than 2 minutes.

B. Fire Fighters

1. At least 2 persons who are trained to use the equipment should be assigned to each fire truck. A minimum of 2 persons should be assigned to each fire truck.
2. Fire fighters report to the Chief of ES. If no Chief is assigned, then to the ACS – Safety.

C. Wrecker Operator(s)

1. At least 1 person who is trained to use the equipment will be assigned to a wrecker.
2. Wrecker personnel report to the Chief of ES. If no Chief is assigned, then to the ACS – Safety.

5.4.3. Required Equipment

A. Ambulances

1. During any competition, there shall be at least 1 ambulance at the track which meets all Advanced Life Support requirements for the jurisdiction in which the event takes place (where "jurisdiction" means the governing body, such as a township, city, or county). A Basic Life Support ambulance is acceptable only if the track medical facility is equipped and staffed for Advanced Life Support.
2. Arrangements for transportation from the track by EMS service should be in the medical operations protocol.

B. Fire Truck

At least 1 fire truck shall be equipped to fight automobile fires. This vehicle should be stationed so that maximum response time is 2 minutes at a speed not to exceed 50 mph.

C. Wrecker

At least 1 wrecker must be capable of lifting any race car in the event. The wrecker may also serve as a fire truck if it is properly equipped and staffed.

D. Telephone

A telephone or radio in the tower or medical duty station must be able to contact community emergency services and hospitals.

E. Other Equipment

1. If a power compound rescue tool and trained operator is on call and available within 10 minutes, it does not have to be located at the event site.
2. Comparable equipment may be substituted with the advance approval of the Divisional Executive Steward.

5.4.4. Operating Rules**A. Emergency Plan**

The Chief of ES and the ACS – Safety will verify that a written emergency plan has been distributed to all emergency and supervisory personnel before the event begins.

B. Briefing

All emergency service personnel should be briefed to review duties, duty stations, equipment, race circuit characteristics, vehicle, and other protocols.

C. Dispatching

Dispatching emergency vehicles onto the track must be authorized by the Race Director or Chief Steward, according to procedures agreed on in advance by the Chief Steward, Chief(s) of Flagging and Communications, Chief of ES, and ACS – Safety.

D. Hospital Arrangements

1. The Race Chair and Chief Medical Official establish a primary route to the primary and secondary hospital prior to an event, and advise the vehicle drivers.
2. In advance of the event, the Chief Medical Official must confirm that adequate hospital staff and facilities are available, along with the protocols to be followed, and notify the Chief of ES.

E. Identification of Personnel

Emergency services personnel should be readily identifiable by some means other than the usual passes (e.g., vest, arm bands, jackets).

F. Start of Race

All emergency vehicles shall be staffed with engines running for the first lap of each race.

G. Suspension of Racing

Racing must be suspended if the personnel specified in 5.4.2. or the equipment specified in 5.4.3.A. - C. are no longer on the premises or are unable to perform their assigned duties, or if communications with emergency vehicles are interrupted.

H. Counter-Race Direction Towing

Specific approval of the Race Director or Chief Steward is required to tow a car in counter-race direction at any time or under any condition during an event. Violating this rule may result in penalties as specified in Section 7.

I. Flat Towing

Formula and sports racing cars may be flat towed with a hard connection only with the driver's consent, unless specific class rules require a towing eye for flat towing with a hard connection. If the class's rules do not require a towing eye and the driver of a formula or sports racing car does not consent to being flat towed with a hard connection, the car must be flat towed only with a connection that can be released by the driver.

5.5. FLAGGING AND COMMUNICATIONS**5.5.1. Chief of Flagging and Communications**

The Flagging and Communications Chief establishes and administers the Flagging and Communications organization; the Chief recruits, trains, and assigns qualified individuals within the specialty. There may be separate Chiefs for Flagging and for Communications.

5.5.2. General Organization

The purpose of Flagging and Communications is to provide course control by:

- A. Informing the drivers, through flags, lights, or other signals, of the conditions of the course, the condition of their cars, or of any unusual conditions affecting the running of the event;
- B. Establishing and operating a communications system which includes all corner stations and race control, where all communications affecting the control of the event are conducted. Race control maintains direct communications with the Race Director or Chief Steward. Racing must be suspended if communications between race control and the corner stations or between race control and the Race Director or Chief Steward is interrupted;
- C. Informing the Race Director or Chief Steward and other officials, through the communication network, of the condition of the course and the competing cars, and of any situation requiring decisions and/or action by the officials;
- D. Relaying information and instructions from the Race Director or Chief Steward to the emergency vehicles and equipment around the course as well as to the race drivers and corner workers;
- E. Acting to protect the lives and property of drivers, workers, or spectators in the event of an incident;
- F. Maintaining a clear course;
- G. Keeping the required log of all communications on the race network by a person located in the immediate vicinity of the Operating Steward.

5.5.3. Corner Stations

A. Number

The number, location, and staffing of corner stations must assure that the entire course is can be seen at all times and that areas of the course not immediately visible to oncoming race cars are covered.

B. Location

Corner stations will be located according to the following criteria:

- the corner personnel have a clear view of the area to be covered
- the oncoming drivers have maximum visibility of the flags and corner personnel
- corner crew have maximum protection from out of control automobiles

The yellow flag must be displayed when a corner worker or other personnel move to a less protected or unprotected area.

C. Personnel

Corner stations should be staffed with at least 4 people: a flagger, a communicator, a safety response, and a corner captain in charge of the station. If necessary, stations may be staffed with a minimum of 2 people.

At least 20 percent of the Flagging and Communications personnel should have experience in fighting actual or simulated vehicle fires.

D. Equipment

Along with communications hardware, each corner station will be equipped with sufficient flags and fire extinguishers to allow for adequate response to any situation.

5.6. REGISTRATION

The Chief Registrar establishes and administers the Registration organization and systems; the Chief recruits, trains, and assigns qualified individuals within the specialty.

The Chief Registrar accepts, certifies, and processes all entries and issues credentials for drivers, crew, and Officials and posts all required signs/placards in the registration area.

Registration provides all entry information to Timing and Scoring in the format requested by T&S. Information from late entries must be given to T&S promptly. Registration assigns the car numbers for all cars entered in the event. See section 9.3. Identification Markings.

Registration provides entry information to the Stewards as requested.

5.7. SOUND CONTROL

5.7.1. Sound Control Chief

The Sound Control Chief shall be responsible for monitoring and reporting sound levels of all racing vehicles at sound-controlled events in accordance with the GCR. Specifically, the Chief shall:

- Ensure that the sound monitoring equipment is located at an official certified site.
- Ensure that readings shall be made in accordance with the GCR.
- Advise race control as soon as possible of any sound readings above the track limit.
- Submit post-race reports to the Chair of the SOM.
- Monitor weather and ambient conditions throughout the day.
- Perform field calibration of the equipment in accordance with the GCR.
- Ensure that yearly certification of the equipment (meter, microphone, and field calibrator) has been performed by the manufacturer or a certified laboratory.

5.7.2. General Procedures and Requirements

Competitors carry sole responsibility to determine that their vehicles comply with Sound Control Regulations at each event.

Sound Control may be in effect for all events, as approved by the Division Executive Steward. If Sound Control is in effect at an event, all cars will be monitored and readings will be posted for competitors' information. A driver registering a single sound level reading over the maximum for the event shall not be black flagged. If a driver is black flagged due to sound, the car shall not re-enter the course until corrective steps are taken.

5.7.3. Standards

A sound level instrument (meter) that meets American National Standards Institute (ANSI) S1.4-1983 Class 2 or better shall be used. The primary maximum for SCCA Sound Control shall be a sound pressure level of 103dB "A" frequency weighted (dBA) measured on the fast response setting at 50 feet (+/- 2 feet) from the edge of the track pavement, and/or artificial markers indicating track edge. Other maximum levels may be imposed at specific venues or events. These alternate levels shall be noted in the Supplemental Regulations. All sound readings shall be truncated to the lower whole number. (Anything after the decimal point is ignored.)

Proper location and use of all test instrumentation is essential to obtain valid measurements.

- A. Acoustic calibration procedures should include extension cable influence.
- B. Field calibration shall be done at least every 4 hours while in the operating mode.
- C. The microphone shall be 3.5 feet (minimum) above the ground surface, 2.0 feet (minimum) above the level of the roadway, no more than 6 feet above the level of the roadway. Whenever possible, it is recommended (but not mandatory) that the microphone shall be located on the outside of the track between the race car and the outside perimeter of the racing facility, aimed into infield areas.
- D. Weather conditions should be recorded every hour when conditions are unstable, or otherwise every 2 hours.

5.7.4. Modifications

Cars running in classes with a class or manufacturer "spec" exhaust system per GCR rules for those classes may modify the exhaust system by means of a passive muffling device to meet event sound requirements. This provision overrides all class or spec line rules, regulations, and standards

5.8. START

5.8.1. Chief Starter

The Chief Starter directs and manages the officials in the specialty, ensuring that directions given to competing drivers by flag, hand, and body signals are done so as prescribed by the GCR with respect to starting, suspending, and ending a race.

5.8.2. Responsibility

The Starter operates directly under, carries out the orders of, and is responsible solely to the Race Director or Chief Steward.

5.8.3. Function

The Starter controls the competing drivers by conveying to them the orders of the Race Director or Chief Steward.

5.8.4. Location

The Starter shall be stationed in a position that will provide maximum visibility to the competing drivers. The Starter shall have immediate communication with the Race Director or Chief Steward.

5.8.5. Equipment

The Starter must be equipped with a complete set of flags required by the GCR.

5.9. TECHNICAL AND SAFETY INSPECTION

5.9.1. Series Chief Tech Inspector and Chief Technical Inspector

The Series Chief Tech Inspector or the Chief Technical Inspector assures that cars comply with the GCR and Supplemental Regulations. Specifically, the Chief:

- A. Approves cars that comply with all safety regulations.
- B. Inspects cars at the request of the Race Director or the Chief Steward and recommends inspecting cars to the Race Director or the Chief Steward.
- C. Reports cars that do not comply with the GCR to the Race Director or the Chief Steward.

The Series Chief Tech Inspector or the Chief Technical Inspector approves every car before it competes, according to procedures defined in Sections 5.9.2 and 9. A driver or entrant whose car is not approved and who subsequently competes or who presents it for recheck without the corrections specified may be penalized as provided in Section 7.

5.9.2. Inspecting Automobiles

A. Annual Inspection

A car must have full and complete Annual Technical Inspection by a tech inspector holding either a Divisional, National or Senior license once a year (12 months). If the car passes the inspection, the tech inspector enters the date of the safety harness expiration in the Vehicle Logbook; the inspector then stamps, decals, or inscribes approval; dates and signs the Vehicle Logbook. The driver's safety equipment does not have to be inspected at the same time the car is inspected, but it must be inspected by or at the driver's first race of each calendar year. An Annual Tech expiring on a race weekend is valid for the full weekend. (See 9.3. Driver's Safety Equipment)

1. Divisional Safety Inspection License for Prep Shops
 - a. Divisional Safety Inspector license assigned to an individual employee in the shop issued by the Tech Division Administrator
 - b. Can only perform annual inspections
 - c. Records every annual issued and send to their DA
 - d. Pass the SFI test
 - e. Review the Annual Inspection Form
 - f. Be trained by a National Scrutineer on how to perform annual inspections
 - g. Obtain tools required to perform annual safety inspections

5. Officials, Operating Procedures, Equipment

- h. Volunteer to help perform annual inspections at the track once a year
 - i. Complete Annual Inspection Form log and email to their DA of Tech
- 2. Restrictions
 - a. Will not be allowed to issue New Log Books or inspect/clear damaged cars
 - b. Will not be allowed to participate in Post Race Impound activities
 - c. DA's and Chief of Techs to perform random spot checks for safety compliance

B. Minimum Event Safety Inspection/Logbook-Tech Sticker

Following the Annual Technical Inspection, minimum inspection for each event requires reviewing of the current Vehicle Logbook and signing off the logbook page for the event. If it is in order, a Tech sticker is issued. The Series Chief Tech Inspector or the Chief of Tech may delegate signing the logbook page and issuing the Tech sticker to any worker holding a current Regional Tech license or above. The driver's safety equipment does not need to be reinspected.

All cars must display a Tech Sticker signifying successful completion of technical inspection to enter the course. Technical inspection assists event officials in determining, in their judgment, eligibility to participate in a SCCA sanctioned event. The technical inspection does not ensure, certify, or warrant that the vehicle or any part of it is safe or totally and ultimately compliant with all applicable rules nor does it in any way change the fact that the driver, crew members, and vehicle's owner are ultimately responsible for the safety and operation of the vehicle and equipment. By conducting a technical inspection, SCCA and each of its directors, officers, employees, and officials, make no representations, warranties, or assurances that a technical inspection, including the review of any written information, will do any or all of the following:

- Detect every or any problem with a vehicle or a driver's personal equipment or clothing; or
- Detect every problem with rule compliance; or
- Prevent bodily injury, death, or personal monetary damage.

The participant agrees that they bear the ultimate responsibility at all times to ensure the safety of their vehicle and equipment, and compliance with all SCCA rules, regulations, and agreements, including but not limited to those contained in the GCR. In addition, in the case of technical violations, the participant acknowledges, understands, and agrees that they are responsible to fully know every component of their vehicle and that even if a third party (for example, an engine builder) has caused the vehicle to be noncompliant, they will still be responsible for and will be charged with any applicable violation and penalty.

C. Re-inspection

A car must be re-inspected if damage or deficiencies from the car's previous event(s) are noted in the Vehicle Logbook or if the car changes category.

Inspection above the minimum level (see 5.9.2.B.) may be performed when:

- For vehicles as specified in Supplemental Regulations; or
- At the request of the Race Director or the Chief Steward.

Throughout the racing season, the Tech crew is encouraged to perform regular re-inspections through walk around observation in the pits and paddock, or through special impounds by group or class with the concurrence of the Race Director or the Chief Steward.

D. Alterations or Damage After Inspection

Cars which have been altered or damaged after they have been approved at event Tech Inspection are subject to re-inspection and re-approval.

5.9.3. Impound

A. Post Race Impound

1. Post-race impound is mandatory at all U.S. Majors Tour races as defined in the event-specific supplemental regulations and at the Runoffs; it is recommended at all other events.
2. Unless directed by a tech official, working on, repairing, or altering a car that has been directed to post-race impound will result in disqualification and other appropriate penalties assessed to both driver and entrant and may result in suspension of membership. Tire pressures and tire temperatures may be checked.

B. Impound Safety

There should be at least 1 nominal 10 pound dry chemical agent capacity, minimum UL 60 BC or ABC rated, CO2 or equivalent Halon fire extinguisher present in the impound area.

C. Minimum Impound Inspection

Unless otherwise specified in the Supplemental Regulations, the first 3 finishers in each class shall be immediately impounded for a minimum of 30 minutes after their race is completed. The Race Director or the Chief Steward may direct that additional finishers in any class may likewise be impounded. It is the driver's responsibility to know their finishing position and present their car to impound immediately, without going to the paddock. Failure to do so promptly will be reported to the Race Director or Chief Steward, and may result in penalty.

For each impounded car, the weight and other items appropriate for the class may be inspected, as agreed upon by the Race Director or Chief Steward and the Series Chief Tech inspector or Chief Technical Inspector. The Race Director or Chief Steward may also order that a wheel or intake choke(s) or restrictors be removed during impound for inspection. These inspections are not subject to the fees outlined in 5.12.3.C.5. Additional inspections may be conducted through the protest procedures outlined in 8.3.3.

If there is any doubt about the weight, the car must be weighed in both directions. A car that is underweight in impound will be reported to the Race Director or Chief Steward, is subject to penalty, and the weight will be noted on the next page of the Vehicle Logbook. The car must be weighed at the next event and must meet the proper minimum weight before being allowed to qualify.

The Series Chief Tech Inspector or Chief Technical Inspector will report any questions or doubts about a car's compliance to the Race Director or Chief Steward.

5.9.4. Official Scales

- A. The scales at the event are the official scales for the event. The Supplemental Regulations will include the hours scales will be available for drivers to weigh their cars.
- B. The following scale configurations are acceptable:
 - platform scales,
 - individual scales that weigh 1 axle (2 wheels) at a time, or
 - 4 individual scale pads that each weigh a single wheel.

If all 4 wheels cannot be weighed simultaneously, the driver must be weighed separately from the car unless the car is displaying a Mobility Impairment decal, then the driver may remain in the car for weighing.

- C. Certification

Scales must be certified, as follows:

1. On-site certification by a commercial scale service within one calendar year prior to the event, OR
2. Use at the track of calibration weights, totaling 100 pounds up to 250 pounds total as recommended by the scale manufacturer, or minimum 250 pounds total if no recommendation is provided by the scale manufacturer for individual scales; minimum 750 pounds total for platform scales. Where applicable, the calibration recommendation by the scale manufacturer (e.g., a manual or letter from the manufacturer) must be available at all times during an event where the scales are in use.

5.10. TIMING AND SCORING

5.10.1. Chief of Timing and Scoring

The Chief of Timing and Scoring (Chief of T&S) is responsible for accurately timing and scoring the event, specifically:

- A. Recruiting, training, assigning, and supervising qualified personnel to time and score the event.
- B. Providing the Race Director or the Chief Steward and the SOM any times and results they request.
- C. Maintaining records of official times and results for all competing cars.
- D. Results Publishing & Distribution
 1. At-Event: Compiling and publishing the Official Results of all competitions. By the end of the weekend's on-track activities, results must be available for all competitors and officials. These may be Provisional Results, if there are pending protests or actions. (See also 5.10.4.) Uploading each session to MYLAPS is strongly encouraged.
 2. Post-Event: For all regional and U.S. Major Tour races, T&S Chiefs will email the final backup Orbits file and Official Results to the email address in the front of this rule book. Official Results for a U.S. Majors Tour race must be submitted within 2 days of the end of the event; results for a Regional race must be submitted within 5 days of the event. Every effort should be made to have Official Results ready to distribute by the end of the weekend. Results will be submitted to the Race Chair, the SOM, the organizers, the U.S. Majors Tour and Divisional Pointskeepers and the SCCA.
- E. At spectator events, working closely with the Press Officers, press, and other media, as well as with circuit, radio, and/or television announcers, providing qualifying information, results, and any other data requested, as quickly as possible.
- F. Titles are used in this section in a functional sense. The Chief of T&S may delegate any task to any member of the Timing and Scoring staff as appropriate.
- G. Use of the Official SCCA Live timing application is required for all Super Tour events. All other U.S. Majors Tour and Regional events are required to use a live timing application. Assistance is available through the SCCA Road Racing department. Additional applications may also be used each weekend.

5.10.2. Approved Systems

Transponder systems used in SCCA Road Racing shall be manufactured by MYLAPS (formerly AMB) or be compatible with MYLAPS systems.

5.10.3. Timing and Scoring Systems

- A. The use of a single MYLAPS system is permitted for all SCCA race events. A backup system consisting of a minimum of continuity tapes is required. Additional backups consisting of lap charts, and/or photocell-based timing system is desirable and recommended.
- B. A working MyLaps Transponder system is required for all sanctioned event sessions unless the requirement is specifically exempted by the Event Supplemental Regulations.
 1. *Cars without working transponders might not receive times.*
 2. *The driver is responsible for providing correct information for the MyLaps Transponder system to Timing & Scoring.*
- C. Any Timing and Scoring system used for a U.S. Majors Tour or Regional race should enable the T&S staff to produce the following information: a set of grids for each race group, a set of time cards for each car from qualifying and the race, continuity tapes, lap charts, provisional results, and official results. For Drivers' Schools, the T&S staff should be able to produce the time on track for each session and comprehensive time for all sessions for each student, if requested by the Chief Instructor.
- D. The Chief of T&S should use the staff in the most productive manner possible. The primary function during qualifying is to establish grid positions. During a race, the emphasis should be on scoring the race and recording any timing-related race information that is possible with the available staff. Timing of class leaders during races is recommended to provide the information described in Section 5.10.4.B.3. No protests concerning the Timing and Scoring requirements will be accepted.

5.10.4. Results

A. Provisional Results

A printout *or online report* showing the order of finish and number of laps completed for each car shall be titled as Provisional Results and posted as soon as possible. The time of posting will be on the Provisional Results with the Chief of T&S's initials or signature, and an announcement will be made. **When there is a pending action for a particular race group, Provisional Results for that group may be distributed to officials and competitors in lieu of Official Results, with a notation printed stating the reason (i.e., pending outcome of action involving X class).**

B. Official Results

1. At the expiration of the protest period (30 minutes or the time stated in the Supplemental Regulations), Provisional Results may be considered official if Tech has cleared impound and the Race Director or Chief Steward and/or SOM have no pending actions. The Race Director, Chief Steward or Chair of the SOM will inform the Chief of T&S of any penalties before the group is declared official.
2. The Provisional results with amendments applied, should be titled as Official Results and shall include the following types of information: description of event, timing and scoring information, and driver information.
3. The timing and scoring information shall include: total number of entries, DNFs, DNSs, the overall and class finishing positions for all starters, the number of laps completed for all starters, the overall time of the race, the winner's margin of victory, the winner's average speed, the fastest lap time for all starters, and any new course records.

All drivers listed in the final race results shall be consistent with the numbers included in the event audit. Refer to GCR sections 6.10.2 and 6.10.3 for the definitions of Starters, Finishers, DNF, and DNS.
4. The driver information shall include: driver's full name, hometown, state, region of record, membership number, car number, car make and model, and sponsor information.
5. Optional information on the Official Results may include: the overall time and average speed for each class winner, pit stop information, and accident reports. This information may be available on a separate document, such as an Entry List.
6. When a participant receives any penalty listed in 7.2., the penalty and GCR reference shall be shown on the Official Results.
7. When a car is disqualified, or withdrawn, the results should list the car at the bottom of the finishing order, showing the true finishing order as affected by the disqualification, or withdrawal. The results should show the final overall and class positions, as adjusted, for all finishers. The reason for the disqualification should be shown on the Official Results, including the GCR reference.
8. A driver not competing for event/series awards will be listed on the official results in the correct finishing position with a notation citing 3.6.4. No points will be assigned, if any would have been earned. An earned lap record remains intact.

5.10.5. Media

It is strongly recommended that at spectator events the Chief Timer and Scorer meet with the Course and Regional Press Officers in order to establish close cooperation with the announcer and all media, and to arrange for fast transmission of unofficial and official Timing and Scoring information to these people.

It is always preferable that the Circuit announcer and any radio and television announcers receive information relating to Timing and Scoring from members of the Official Timing and Scoring personnel, via the Circuit or Regional Press Officer.

5.11. ADDITIONAL OFFICIALS**5.11.1. Driver Observer**

A Driver Observer is an optional official who occupies a post along the course assigned by the Race Director or Chief Steward, or by the Chief Observer, if there is one. Driver Observers are controlled by the Race Director or Chief Steward and they report all incidents which occur in their assigned section of the course to the Chief Steward.

5.11.2. Press Officer

A Press Officer is an optional official who advises other Officials on press information and who acts as liaison with the promoter's press director, if any. Chief Officials and SOM cooperate with the Press Officer in carrying out their responsibility to advise the press on matters of public interest.

5.11.3. Judges

Judges are optional officials who may perform one or more of following duties:

- A. Starting Judges report to the Race Director or Chief Steward any false starts immediately after they occur. Finishing Judges declare the order in which cars cross the finish line. Judges of the Fact decide whether a car has touched or passed a given line or rule on other facts of the same type provided in the Supplemental Regulations.
- B. A Judge's determination may not be protested.
- C. A Judge may correct their determination with the approval of the SOM.

5.11.4. Compliance

- A. Compliance Staff Members of the compliance staff are assigned by the head of Road Racing and designated subject matter experts for particular classes or categories. As part of the technical inspection team, their sole responsibility is to advise the Chief Technical Inspector of cars not in compliance with the GCR and/or the Supplemental Regulations for the event.
- B. Class Compliance Chief (CCC) - A member of the compliance staff may be specifically designated by the head of Road Racing as the CCC for a class. The CCC will work under the guidance of the Race Director or Chief Steward and with the event technical staff to provide consistent compliance checking across all events for the designated class. The CCC will report any findings of vehicles not complying with the GCR to the Race Director or Chief Steward for potential Chief Steward's Action (CSA) or Request for Action (RFA). Findings of the CCC regarding compliance items specific to that class are non-protestable. Decisions made by and/or penalties assessed by the Race Director, Chief Steward or Stewards of the Meeting (SOM) may be subject to protest or appeal.

5.11.5. Race Data Technicians

This program is to assist the Club Racing Board in performance balancing. If selected, drivers' participation is not optional and is not protestable. The data collected will not be used for compliance purposes. All cars carrying an SCCA data collection device shall report to impound immediately after their sessions.

Data Technicians are Officials whose duties include:

- A. Being responsible for placing, operating and removing SCCA supplied data boxes on cars at all Club races.
- B. Analysis of data retrieved from all sources, including dyno runs, at-race data boxes and data provided by individual racers.
- C. Prepare reports to the applicable Advisory Committees, and to the CRB, with recommendations for competition adjustments.
- D. Data Technicians will be required:
 - 1. To keep all information collected and analysis completed confidential and not share the information outside of other licensed Data Technician, Road Racing Board, respective committees and SCCA National Staff.
 - 2. Not use the information for any purpose other than the performance of duties as a Data Technician on behalf of the SCCA.

5.12. STEWARDS

5.12.1. Stewards of the Meeting (SOM)

The SOM are responsible only to SCCA, and they enforce compliance with the GCR and Supplemental Regulations. They act primarily in a judicial capacity, and therefore shall not incur any responsibility for the organization or execution of an event.

A. Powers of the SOM

1. Settle any dispute within the administrative functions, or protest arising from an event, subject to the rights of appeal provided by the GCR.
2. Hear and act on Requests for Action from the Race Director or Chief Steward. (See Section 8.1.2.)
3. Impose any penalty permitted by the GCR and Supplemental Regulations. (See Section 7.)
4. Appoint substitutes to replace any Stewards or Officials not able to perform their duties. This power shall be used by the remaining Steward or Stewards to ensure that there are always at least 2 SOM.
5. Modify the Supplemental Regulations. (See 3.4.2.)
6. Alter the schedule.
7. Modify the position of the starting or finishing lines where necessary to ensure the safety of drivers and spectators.
8. Amend the results of a competition:
 - a. Based on a correction or error by the Chief of T&S or another official without necessarily receiving a request or protest to do so.
 - b. To take into account a time, distance, or lap penalty against a competitor.
 - c. To change the sequence of finishing positions in case a competitor is disqualified.
9. Postpone a competition for reasons of safety or forces beyond their control.
10. May return a RFA to the Chief Steward/Race Director for further evaluation if, during their investigation, they uncover other information the Chief Steward/Race Director may not have been aware of when initially completing the RFA. The Chief Steward/Race Director may alter the returned RFA as they deem necessary and resubmit it to the SOM.

B. Chair of the SOM

One of the SOM shall be appointed Chair of the SOM for the event. The Chair may not be a member of the organizing Region at U.S. Majors Tour events, and should not be for Regionals and/or Drivers' Schools.

1. Observer's Reports

As soon as practical after the conclusion of an event (not later than 10 days), the Chair of the SOM shall forward to the Road Racing Department an Observer's Report that includes:

- a. Details of all protests,
- b. Actions taken,
- c. Penalties imposed (including reprimands and suspensions to be noted in driver's file),
- d. Notice(s) of intention to appeal and appeals, including appeal fee(s),
- e. Fine(s) collected,
- f. Official results of all competitions,
- g. General comments and recommendations of the SOM on the organization and conduct of the event.

2. Notice of Probation and/or Suspension

The name(s) of anyone placed on probation, or whose competition privileges were suspended, must be faxed or emailed to the Road Racing Department on Monday following the event. Required information includes the name, member number, event date/location, and the name of the Chair of the SOM. The confiscated license(s) and tear-off coupon(s) from the Probation Letter(s) must be sent with the Observer's Report.

C. Alternate SOM Model

An alternate SOM Model may be used if there are a limited number of Stewards available at an event. The Chair of the SOM, in agreement with the Chief Steward/Race Director, may appoint experienced drivers as temporary Stewards, who have a good understanding of the GCR and are willing to participate as members of the Stewards of the Meeting. The Chair shall ensure that the SOM follows the appropriate GCR process when hearing protests or requests for action.

5.12.2 U.S. Majors Tour Race Director

In addition to the Chief Steward's responsibilities and duties detailed in 5.12.3, the US Majors Tour Race Director has the power:

- A. To change the Schedule and/or Race Groups, in agreement with the organizing Region.
- B. To correct any typographical or clerical errors or omissions (see 3.1.1.C.2.c and 3.1.1.C.2.d).
- C. To place a driver on probation per 7.2.G., but for no more than three event weekends. For all other changes to the Supplemental Regulations or GCR violations requiring probation for more than three event weekends, the Race Director must file a Request for Action with the Stewards of the Meeting.

5.12.3. Chief Steward

The Chief Steward is the executive responsible for the general conduct of the event under the GCR and the Supplemental Regulations. They have the powers and the duties set out in this Section, and may delegate any of these powers and duties to Assistant Chiefs.

A. Execution of the Event

The Chief Steward shall:

- 1. Execute the program of competitions and other activities safely by controlling drivers, their cars, the Officials, and workers from the commencement of activities until the time for protests from the last competition has expired.
- 2. Determine whether Officials are at their posts and report any absences to the SOM.
- 3. Ensure that all Officials and workers are provided with necessary information.
- 4. Collect all reports and other official information to determine the results.
- 5. Provide any information required to enable the Chair of the SOM to prepare the Observer's Report.
- 6. Authorize a change of driver or car.
- 7. Forward to the SOM any Chief Steward proposed modifications the schedule of competitions for approval.
- 8. Prevent an ineligible driver from competing.

B. Maintenance of Order

The Chief Steward:

- 1. Shall keep order in conjunction with public safety authorities who are policing the event.
- 2. May exclude from the event any entrant, driver, crew, official, worker, or SCCA member who is guilty of misbehavior.
- 3. May exclude from participating any worker or official who is ineligible for the position to which they are assigned or who the Chief Steward determines is incapable of carrying out their duties.
- 4. May order any person who refuses to obey the order of any responsible Official or of a public safety officer removed from the premises.
- 5. May prohibit any driver or car considered dangerous from competing.
- 6. Shall convey a report to the SOM of entrant or driver misbehavior. This may be accompanied by a Request for Action. (See 8.1.2.)
- 7. Shall receive protests from entrants, drivers, or officials and immediately transmits them to the SOM.

C. Powers of the Chief Steward

The Chief Steward may:

1. Disqualify a driver or an ineligible car.
2. Remove technical inspection stickers.
3. Disallow qualifying times.
4. Direct cars to be impounded at any time during the event.
5. At their discretion and without necessarily receiving a request to do so, order (or request the SOM order) disassembly and inspection of any entered car to determine whether it complies with the GCR. If the car is found to be compliant, the race organizers stand the expense of the disassembly, inspection, and reassembly. If it is not compliant, the entrant shall bear the expense, in addition to whatever penalties the Chief Steward may assess or the SOM may direct after receiving the Chief Steward's report. A representative of the race organizers authorized to approve financial expenditures must formally approve the bond established for disassembly, inspection, and reassembly before disassembly begins. If the process is the result of a Chief Steward's Action, the Chief Steward is directly responsible for monitoring all facets of the procedure until the time when the impounded parts are either retained by SCCA or returned to the competitor, in the same way the Chair of the SOM does for a protest or RFA.
6. Convey report(s) of any breach of the GCR or Supplemental Regulations to the SOM. This report may be accompanied by a Request for Action. (See 8.1.2.)
7. Impose a fine of up to \$100.
8. Prevent an ineligible car from competing.
9. Reprimand.
10. Impose time, lap, event points, or position penalty.
11. Impose up to a three race weekend probation.
12. Modify the Split Start procedures.

5.12.4. Assistant Chief Steward – Safety

The Assistant Chief Steward – Safety is responsible to the Race Director or Chief Steward for the following:

- A. Investigate accidents *submit reports and releases via SCCA Member Account Portal or email* to the Sanction/Insurance Department of the SCCA.
- B. The same day, notify the SCCA Critical Incident Hotline of any accident which involves serious injury to a participant or any injury to a spectator.
- C. *E-mail* or email copies of the material sent to the SCCA Sanction/Insurance Department to the Divisional Safety Administrator (*if applicable*).
- D. During the event, report to the Race Director or Chief Steward any hazards requiring further investigation or action.
- E. Perform the duties delegated by the Race Director or Chief Steward.
- F. Supervise Emergency Services personnel and equipment in conjunction with the Race Chair (pre-event) and the Chief of ES (during the event).

6.1. FLAGS

Flags convey the commands or information indicated below. They must be obeyed immediately and without question. The content of this section cannot be amended by any event Supplemental Regulations unless expressly approved by the Chair of the Club Racing Board, the Chair of the Executive Stewards and the Head of Road Racing for the purpose of incorporating in-car flagging system procedures.

6.1.1. Meaning of Each Flag**A. GREEN FLAG (Solid Green)**

When displayed, the green flag indicates that the course is clear, and that racing is underway. The green flag is ordinarily shown only by the Starter.

B. YELLOW FLAG (Solid Yellow)

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 through the incident at a reduced speed. There is no passing from the flag until past the emergency incident.

WAVED – 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.

DOUBLE YELLOW, DISPLAYED AT ALL STATIONS – Indicates the entire course is under yellow (full course yellow). All stations will display double yellow flags for all pace and safety car laps. SLOW DOWN, NO PASSING. *Flagging station(s) in the emergency area(s) will display either a standing or waved yellow as appropriate. Once a flagging station clears its incident/emergency, it will display double yellow flags.* Cars may carefully pass emergency vehicles and other cars that are disabled or off pace (see 6.6.2.).

NOTE: A driver may encounter several flags before reaching the emergency area. The requirements are still the same: SLOW DOWN, NO PASSING.

C. BLUE FLAG (Blue with Diagonal Yellow Stripe)

Another competitor is following very closely or is trying to overtake. This flag may be displayed standing or waving, depending upon the speed differential.

D. SURFACE CONDITION (Yellow with Vertical Red Stripes)

Take care. A slippery condition exists, or debris is present on the racing surface. This flag is displayed standing.

E. WHITE FLAG (Solid White)

STANDING WHITE - Caution and take care for a slow moving race car, ambulance or other emergency vehicle on the racing surface. The standing flag is displayed for 2 flag stations prior to the vehicle in question. In addition, a standing white flag will be displayed during the first lap of each race group's first session of the day unless another flag is already on display to indicate the location of the flagging stations.

WAVED - A waving white flag if displayed by the Starter shall indicate the start of the last lap of the race.

F. BLACK FLAG (Solid Black)

CLOSED BLACK FLAG (Furled) – Pointed or shaken at an individual car from the Starter's stand (optionally, accompanied by a number board indicating the car number): WARNING for driving in an unsafe and/or improper manner. Continued unsafe and/or improper driving will result in an OPEN BLACK FLAG.

OPEN BLACK – Displayed from the Starter's stand with a number board indicating the car number: Proceed directly to the pits and the location designated by the Race Director or Chief Steward or event Supplemental Regulations for consultation with Officials. DO NOT TAKE ANOTHER LAP.

NOTE: This flag and number board may also be displayed at station(s) elsewhere on the course.

OPEN BLACK, DISPLAYED AT ALL STATIONS – The session has been stopped; all cars must stop racing, and proceed directly and immediately to the pits, exercising extreme caution. *No passing is allowed.* This flag will be displayed with an 'ALL' sign at the Starter's stand and the sign may also be shown at station(s) elsewhere on the course.

NOTE: THE BLACK FLAG CAN ONLY BE DISPLAYED BY ORDER OF THE RACE DIRECTOR OR CHIEF STEWARD AS RELAYED THROUGH RACE CONTROL.

G. MECHANICAL BLACK FLAG (Black with Orange Ball)

Displayed from the Starter's stand with a number board indicating the car number. There is a mechanical problem with the car. Proceed directly to your pit or the location designated by the Race Director or Chief Steward or event Supplemental Regulations. DO NOT TAKE ANOTHER LAP.

NOTE: This flag and number board may also be displayed at station(s) elsewhere on the course.

H. CHECKERED FLAG (Black and White Checks)

Displayed at Finish to indicate that the session is finished. Continue cautiously to the pits.

I. RED FLAG (Solid Red)

Displayed at each station and on the Starter's stand – EXTREME DANGER – THE SESSION HAS BEEN STOPPED. Come to an immediate, controlled stop at the side of the race track (preferably before and within sight of a staffed station or where specified in the event Supplemental Regulations). When released by an official, proceed cautiously to the pits. Once a red flag has been displayed, it will not be withdrawn until all cars have come to a stop.

NOTE: THE RED FLAG CAN ONLY BE DISPLAYED BY ORDER OF THE RACE DIRECTOR OR CHIEF STEWARD AS RELAYED THROUGH RACE CONTROL.

6.1.2. Lights Instead of Flags

Supplemental Regulations will state where on the course and for what purpose lights, if any, will be used.

6.2. RULES OF THE PADDOCK

6.2.1. Paddock Area Defined

The area where a car parks when not participating in its sessions is the Paddock. Event Supplemental Regulations may delineate the Paddock location and assignment of equitable amounts of space to each competitor.

6.2.2. Retiring to the Paddock

A car that retires to the paddock during its qualifying session, and then returns to the track automatically forfeits qualifying times earned before retiring. A car that retires to the paddock from the pits or the track during its race may not return to the track unless the Supplemental Regulations or the Race Director or Chief Steward specify.

6.3. RULES OF THE PITS

6.3.1. Pit Area Defined

The area that is part of or connects with the access roads leading to and from the racing surface is the hot pit lane, which is where competition vehicles park when not on course during their sessions. There must be a protective barrier between the hot pit lane and the area where support equipment and crews are located.

6.3.2. Required Equipment

There must be fire extinguishers with a nominal 10 pound dry chemical agent capacity and a minimum UL 60 BC or ABC rating placed at 50 foot intervals along the pit wall. If there will be refueling in the pits during the race, each team must provide 1, minimum 10 pound /60 BC or ABC rated fire extinguisher for each car.

6.3.3. Fueling

Fueling is not permitted in the pits unless authorized by the Supplemental Regulations or the Race Director or Chief Steward.

6.3.4. Authorized Personnel in the Pits

Crew members in the hot pits must be event credentialed SCCA licensed members.

6.3.5. Number of Crew Members in the Hot Pit Lane

Unless the Supplemental Regulations or the Race Director or Chief Steward provide otherwise, no more than 4 crew plus the driver or drivers may attend to any car in the hot pit lane.

6.3.6. Control

Pit crews are under the control of the Pit Marshal at all times.

6.3.7. Pit Barrier

Crew may only cross the pit barrier when their car is in the hot pit, except to signal the driver, when no more than 2 crew may cross the barrier.

6.3.8. Overshooting the Pit

If a car overshoots its pit location, the car must either be pushed back into the pit location by hand, or else continue for another lap. No car may be pushed back to the pit location if doing so would create an undue hazard.

6.3.9. Air Bottles/Gas Cylinders

All compressed air bottles/gas cylinders with a pressure in excess of 200 psi must have a protective structure around their gauges and valves when in the pit area.

6.4. THE GRID

NOTE: In section 6.4, the field is defined as all segments.

6.4.1 General

A. 1 car in a class shall constitute a class. A car may not compete in more than one race class in the same race group.

B. Number of Cars allowed on Course

A maximum of 25 cars per mile may be on the course or started simultaneously in any type of session. The Division's Executive Steward may increase or decrease the 25 car limitation for any or all race groups.

6.4.2 Establishing the Race Grid

- A. A starting position is qualified by a driver/car combination.
- B. The Chief Timer certifies official qualifying times to determine race grid positions. Cars are positioned on the race grid in order of their official qualifying times without regard to engine displacement or class, with the fastest cars at the head of the grid. Any other method of determining starting positions must be described in the Supplemental Regulations and approved by SCCA.
- C. Qualifying time ties are broken by comparing the second fastest times, and then the third, if needed, and so on until a difference is found.
- D. The fastest qualifier may select the inside front row position (in the direction of the first turn) or the outside. If the driver does not choose, the pole position is presumed to be the inside. If the driver selects the outside position, the second qualifier is assigned the inside, the third outside, the fourth inside, and so on throughout the entire grid.
- E. Each driver/car combination must qualify within 120% of the qualifying time of the fastest qualifier in the class to be allowed to start the race. The Race Director or Chief Steward may waive this requirement and may allow non-qualifiers to grid behind qualifiers.
- F. Cars that are not in position on the grid prior to the 1 minute signal relinquish their starting positions. They will be held behind other cars, and must start from the back of the field.

6.4.3. Qualifying for Oversubscribed Classes

When the number of cars entered into a single class race group exceeds the maximum number of cars per mile, the following qualifying procedures apply:

- A. The class is split into 2 qualifying groups.
- B. The grid is determined according to 6.4.2.
- C. Alternatively, if the Race Director or Chief Steward determines that track conditions are significantly different for the 2 groups, the official may recommend the parallel column procedure in which one half of the race grid is taken from each session, and gridded in columns by group, by time. The fastest car is assigned the inside position on the front row and it is followed in that column by the cars from its session in qualifying time order. The SOM must approve this alternate procedure.

6.4.4. Starting the Engine on the Grid

In all SCCA competitions, engines must be started by the driver sitting in the normal driving position, except F600 cars with two-cycle engines, using an on-board or supplemental power supply. Carburetor or fuel injection systems may be manipulated and/or primed in the starting process. Push starts are permitted only as specifically authorized as specified in 6.4.5.

6.4.5. Push Starts on the Grid

A car that cannot start on the grid may be push started under the supervision of the Grid Marshal, provided it is back in position prior to the 1 minute signal. Cars push started after the 1 minute signal, or not in position at the 1 minute signal relinquish their grid positions. They will be held behind other cars, and must start from the back of the field.

6.4.6. Fueling

Fueling is not permitted on the grid unless authorized by the Supplemental Regulations or the Race Director or Chief Steward as specified in 6.3.3.

6.4.7. Air Bottles/Gas Cylinders

All compressed air bottles/gas cylinders with a pressure in excess of 200 psi must have a protective structure around their gauges and valves when in the grid area as specified in 6.3.9.

6.5. RACES STARTS

NOTE: In section 6.5, the field is defined as all segments.

6.5.1. The Grid

- A. The Race Director or Chief Steward instructs the 5 minute and 1 minute warnings to be given to the grid, indicating the time remaining before the start of the pace lap. These signals must be plainly audible and/or visible.
- B. Engines should be started at or before the 1 minute signal.
- C. At or before the expiration of the 1 minute warning, the cars will be released to begin the pace lap.
- D. See 6.4.2. for additional requirements.

6.5.2. The Pace Lap

- A. One pace lap precedes all races, unless the Race Director or Chief Steward authorizes an additional unscored pace lap.
- B. The pace lap may begin at a brisk pace, but must be sufficiently slowed before the start line to allow orderly grouping of the field. The actual speed immediately prior to the start is dictated by the types of cars, size of the field, and course layout. However, the standard SCCA start is a rolling start and not a flying start. The same official should brief the front row drivers before each race, preferably the Starter, under the direction of the Race Director or Chief Steward.
 - 1. If a pace car is used, it will be positioned at the head of the pack, with emergency lights flashing. Drivers may not pass the pace car until it turns off its emergency lights and pulls off the track, and *all cars* will maintain the speed of the pace car before it pulled off track until the green flag.
 - 2. If a pace car is not used, pole car will pace the field complying with directions from the Race Director or Chief Steward or a designee. The pole car will maintain a constant speed from the grouping until the green flag, and *all cars must not modify their* speed approaching the flag stand.
- C. A car may not improve its position in the field after the cars are released from the grid for the pace lap.
 - 1. A car that improves its position relative to the field during the pace lap by moving forward, moving out of line more than half a car width, or passing before the green flag is displayed may be penalized for a false start. If a false start has occurred, and the race has been started, the driver(s) may be black-flagged and held in the pits or at the start line for up to 1 minute, and other penalties may also be imposed, as specified in Section 7.
 - 2. A car that fails to start with the pace lap or falls out of position during a pace lap relinquishes its grid position and may rejoin only at the back of the field.
 - 3. A car that is disabled and cannot keep the pace should not hold up the field. The driver must signal that their car is disabled by raising an arm, pulling to the side of the course, and staying well off the racing line. Other cars may safely pass the signaling vehicle. The driver of a disabled car should seek assistance at the nearest corner station or pit at the first opportunity.
 - 4. When a car drops out of the pace lap(s), everyone in the column behind that car must close up behind the car in front; moving up under this circumstance is not considered improving position or passing under yellow.

6.5.3. The SCCA Standard Rolling Start

- A. The SCCA standard rolling start will be used at all SCCA races unless an alternate procedure has been approved by the Division's Executive Steward and is included in the event Supplemental Regulations.
- B. The Starter shall be safely located where the majority of the drivers in the field can clearly see them as they approach their position. The Starter shall remain motionless, with the green flag hidden, and no other flags visible.
- C. The Starter will start the race by suddenly and continuously waving the green flag until all cars have passed the start line if the field is:
 - 1. At a constant low speed;
 - 2. Well bunched; and
 - 3. Close enough to the Starter that the majority of the drivers can see the flag.
- D. Racing begins and passing may occur throughout the field when the green flag is displayed.

6.5.4. An Aborted Start

- A. The Starter will abort the start by displaying no flag and shaking their head in the negative if the field is not in good order, or if some drivers have improved their positions by moving out of line more than half a car width or by passing prior to the waving of the green flag. This advises the drivers to proceed on another pace lap. Drivers raise one hand to confirm that the start is aborted.
- B. If the race is not started, another pace lap will be run. Depending on conditions, the pace car may overtake the field and resume its function. The front row drivers must be advised that the pace car may return to its position for the additional pace lap if there is no start. Drivers may safely pass under the Double Yellow Flags to return to their original grid position. However, cars late to grid or that dropped out of position during the pace lap must remain at the back of the pack.
- C. Any additional pace lap(s) following aborted start(s) are under double standing yellow flags at all stations, and are scored as race laps. Timing starts when the pole car crosses the timing control line, unless otherwise specified by the event Supplemental Regulations.

6.5.5. Split Starts

- A. Split starts are recommended when there is a large differential in speed or cornering ability between the classes or categories in a single race group. The Race Director or the Chief Steward may modify the Split Start procedures. The procedure for a split start must be explained in the Supplemental Regulations or at a Drivers' Meeting.
- B. The Race Director or Chief Steward will determine the class(es) in each segment. Segments will contain entire classes of cars, including those cars with no qualifying time. The Race Director or Chief Steward will determine which segment will start first. The cars assigned to each segment will be gridded by qualifying time, regardless of class. *The fastest qualifier in each segment may choose the inside or outside position per GCR 6.4.2.D.*
- C. Each segment should be led by a pace car, if possible. A following segment should have the previous segment in sight on the longest straight.
- D. Split Starts
 - 1. Provided each segment is properly formed, each will receive a separate green flag.
 - 2. Drivers in each segment shall not improve their position until their respective green flag is displayed. Jump starts may be penalized.
 - 3. If the first segment receives a green flag, the race is considered to have begun for the subsequent segment(s) when they cross the control line, regardless of the flags displayed by the starter.
 - 4. The flags displayed by the starter have their normal meanings.
 - 5. If the first segment receives a green flag, but on track safety conditions require an immediate full course yellow, cars in subsequent segments should fall into single file grid order and make every effort to safely catch the back of the first segment.
 - 6. A driver in one segment who is unable to leave the grid when directed but is able to get underway before the first car in the next segment is released, may join the back of their segment at the direction of the Grid official. Otherwise, the driver relinquishes their grid position and will be held until the end of the last segment.
- E. A starting judge should be appointed for a split start.

6.5.6. Late Starters

After the field has left the grid, the Race Director or Chief Steward may release cars that were not in position at the 1 minute warning to join the back of the pack either from the grid at the beginning of the pace lap or from the pit exit after the race has been started.

6.6. PACE AND SAFETY CAR**6.6.1. Operation and Control**

Pace car procedures are located in 6.5.2.B.1.

The Race Director or Chief Steward is responsible for the control and safe operation of the pace/safety car(s), and must approve the communicator/observer and the driver, who must either hold or have held an SCCA Full Competition License, or have other qualifying experience.

6.6.2. Full Course Yellow Procedures

The Race Director or Chief Steward may use a safety car as necessary to control the field and to assure expeditious restarts.

A safety car and/or the lead car will be used to control the field and to assure expeditious restarts. All vehicles must pass any on track incident(s) well under control. The field shall follow the Pace/Safety car as long as its emergency lights are on, even if it varies from the course.

A. Safety Car

- 1. A safety car will enter the course only under double yellow flags.
- 2. When dispatched, the safety car, with emergency lights flashing, will gather the field under steady and reduced speeds that are appropriate to track conditions.
- 3. If the safety car is not dispatched in front of the leader, an official in the safety car will wave cars by until the leader is behind it.
- 4. Prior to a restart, the safety car will maintain the established pace, extinguish the lights, and exit the course.

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B. Lead Car

1. If there is a safety car, the lead car will control the field, as follows:
 - i. Smoothly and orderly slow the field prior to the safety car entering the track.
 - ii. Keep pace with the safety car, and not balk the field.
 - iii. Maintain the speed of the safety car coming down to a restart.
2. If there is no safety car, the lead car will control the field, as follows:
 - i. Slow the field to permit the entire field to bunch up single file behind it.
 - ii. Maintain a consistent pace that is appropriate to the track conditions.
 - iii. Maintain a steady pace coming down to a restart.
3. The Field
 - i. All drivers must make every effort to safely catch the field as soon as possible to form a single and evenly-spaced line behind the safety car or leader.
 - ii. Race cars may not pass the safety car unless waved around by that official. Any car passing the safety car without being directed may be black-flagged into the pits, and other penalties may be imposed, as specified in Section 7.
 - iii. Drivers must maintain the safety car's pace and not improve their positions or begin racing until the green flag has been displayed to restart the race.
 - iv. A driver of a disabled car or a car that cannot maintain the pace should not hold up the field. They must signal that their car is disabled by raising an arm, pulling to the side of the course, and staying well off the racing line. Other drivers may safely pass the signaling vehicle. A driver of a disabled car should seek assistance at the nearest corner station, or pit at the first opportunity.

6.7. STOPPING A SESSION

6.7.1. Methods

When it is necessary to stop a session, the Race Director or Chief Steward may do any of the following:

- A. Order a black flag with an "ALL" sign at Start (this sign may also be shown at additional stations elsewhere on the course) and a black flag at all other flag stations around the course.
- B. Order a red flag at Start and all other flag stations. Further instructions will be conveyed by officials.
- C. Order the checkered flag to be displayed to the lead car if at least 50 percent of its scheduled time or distance has been completed.

6.7.2. Assistance During Race Session Stoppage

Replenishing or assisting cars is allowed after a practice or qualifying session is stopped and before it is restarted, but not after a race session is stopped and before it is restarted.

6.8. RESTARTING A RACE

If a race is stopped, the Race Director or Chief Steward may:

- A. Under full course yellow flags, restart in the original starting order.
- B. Under full course yellow flags, restart the cars single file in the physical order they crossed the control line on the last completely scored lap.

For all restarts, the lap count reverts to the end of the last completely scored lap (zero if no laps have been completely scored). When a race is restarted, each pace lap counts as a race lap. If the clock has been stopped in a timed session, it shall be restarted when the field is dispatched. Any method of restarting the engine is permitted.

6.9. RAIN RACING

If a race is started in the dry, and it starts to rain on all or part of the course, the Race Director or Chief Steward may use one of the following procedures:

- A. If the race has covered half or more of the scheduled distance or time, it may be finished with the checkered flag.
- B. If the race has not reached half distance or time, the black flag "ALL" procedure shall be used to bring all cars into the pits, and 15 minutes will be allowed to install rain tires, at the driver's discretion. The cars will restart single file in the physical order of the cars on the last completely scored lap.

6.10. TIMING LINE; STARTERS, FINISHERS, AND WINNERS

6.10.1. Starting Line for Timing and Scoring

A. Timing

Timing commences and ends where the antenna loop (transponder pickup) crosses the track. The antenna loop used for transponders is normally unmarked and depending upon individual track configurations may or may not be in the same location as the Start/Finish line used for Scoring.

B. Scoring

Scoring is the finish position of the competitor at the end of a race as the competitor crosses the marked Finish line. If a camera is used to determine a photo finish, the camera must be mounted in a direct line with the Finish line.

6.10.2. Race Starter

One of the following conditions must be met for a car to be considered a race starter:

- A. The car receives a green flag at the start of the race.
- B. If the start is aborted, the car crosses the control line.
- C. The car is anywhere on the course when the green is displayed.
- D. The car completes the pace lap for the first start.
- E. The car enters the race any time after the start before the checkered flag is displayed.
- F. *A car that does not meet the above criteria but has been on track in any session covered under the event sanction number is classified as DNS*

6.10.3. Race Finisher

- A. A race finisher is a car that completes *at least half of* the laps of the overall race winner *rounded down to* the nearest whole integer. A car has 5 minutes after the *overall winner crosses the finish line* to complete its current lap.
- B. *A DNF (Did Not Finish) is a car that does not meet the conditions of section A.*
- C. A car may complete a lap by being driven across the control line in the pit lane only using on-board power (such as the starter motor), but it may not be pushed across the line.

6.10.4. Race Winner

The race winner is the car that completes the race distance in the least time, or the greatest distance in the timed length of the competition. If the race is shortened, the leader of the last completely scored lap is the winner, provided the race is completed.

A. Checkered Flag

The checkered flag is displayed at the finish line first to the winner as the driver completes the race distance or after the prescribed time, and then to the other finishers as they cross the finish line.

B. Checker to Wrong Car

If the checkered flag is displayed first to the wrong car, it shall be continuously waved until seen by the entire field. The race finishing order will be determined by the last completely scored lap.

C. Late Checker

If the checkered flag is not displayed at the scheduled end of the race and the race is one or more laps longer than scheduled, the race is scored as if it had ended at the scheduled length. As soon as the Starter is aware that the checkered flag has not been displayed at the scheduled end of the race, the Starter may show the checkered flag immediately, if both Timing and Scoring and the Operating Steward concur.

D. Winning Car Not Running in Timed Race

If the winning car is not running at the expiration of the timed length, the checkered flag will be displayed to the highest placing car still running. The winner in a timed race is not required to take the checkered flag.

E. Dead Heats

Competitors in a dead heat share the prizes allotted to their finishing positions.

6.10.5 Shortened Races

- A. If a race is stopped at less than 50 percent of its scheduled time or distance and is not restarted, it is incomplete; regions may award drivers' points but organizers will not be required to distribute trophies or other awards.
- B. A race that is stopped at 50 percent or more of its scheduled time or distance, and not restarted, is complete, and results will reflect the order of the end of the last completely scored lap (even if that lap is less than 50 percent of the scheduled distance).

6.10.6. Lap Record

Official lap records are set during races; not practice or qualifying. A driver whose car is penalized for non-compliance in a race may not set a lap record in that race.

6.11. RULES OF THE ROAD

GCR Appendix P contains the Racing Room & Passing Guidelines provides guidance to officials when determining fault and penalties associated with driver conduct in Section 6.11.1.A through 6.11.1.E.

6.11.1 On Course Driver Conduct

- A. Drivers are responsible to avoid physical contact between cars on the race track.
- B. Each competitor has a right to racing room, which is generally defined as sufficient space on the marked racing surface that under racing conditions, a driver can maintain control of their car in close quarters.
- C. Drivers must respect the right of other competitors to racing room. Drivers are entitled to one safe protective move. Once the one safe move is made, any abrupt changes in direction that impede or affect the

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path of another car attempting to overtake or pass may be interpreted as an effort to deprive a fellow competitor of the right to racing room.

- D. The overtaking driver is responsible for the decision to pass another car and to accomplish it safely. The overtaken driver is responsible to be aware that they are being passed and not to impede or block the overtaking car. A driver who does not use their rear view mirror or who appears to be blocking another car attempting to pass may be black flagged and/or penalized, as specified in Section 7.
- E. If a driver is involved in significant body contact, the driver and car shall stop at the designated incident investigation site for review of the incident by the stewards before going to their paddock area. The designated incident investigation site shall be identified in the Supplemental Regulations and/or a written driver's meeting. "Significant body contact" includes but is not limited to: contact resulting in 2 or 4 wheels off course, spins, loss of position, or repairs to suspension or bodywork.

6.11.2. Hand Signals

- A. A driver should signal their intention to enter the pits from the course by raising their arm.
- B. An overtaken driver should point to the side on which an overtaking driver should pass.
- C. The driver of a stalled car should raise both arms to indicate that the car will not move until the course is clear.

6.11.3. Off-Course Excursions (*Track Limits*)

- A. Drivers are required to follow the pavement or marked course of the racing surface (Appendix A, Racing Surface). Drivers gaining an unfair advantage by placing four wheels beyond the designated racing surface may incur penalties. Placing four wheels on the curbing would be beyond the designated racing surface.
- B. Drivers exceeding track limits as defined by the racing surface are expected to reenter safely without gaining a lasting advantage. Unsafe reentry or reentry contrary to direction from an official(s) may result in penalties.

6.11.4. Counter-Race Direction Driving

Specific approval of the Race Director or Chief Steward is required to drive a car in counter-race direction at any time or under any condition during an event. Violating this rule may result in penalties as specified in Section 7.

6.11.5. Stopping on a Course; Accepting Assistance

- A. A driver who stops a car on course must make every effort to assure that the location does not pose a danger or obstruction to other competitors.
- B. During a race, a driver may receive assistance only in the pit lane by the driver's pit crew, except for safety assistance from race officials.
- C. For assistance during restarts, see 6.8.

6.11.6. Using the Engine Self-Starter on Course

While on the course, a car may not be moved using the starting device, except to relocate to a position of greater safety or under provisions of 6.10.3.B.

6.11.7. Passengers

No one may ride outside the cockpit area or on the coach work of any automobile at any time, including victory laps.

All Road Racing participants are subject to control by SCCA, the GCR, and the Supplemental Regulations. This Section specifies the penalties for violating the GCR and the Supplemental Regulations.

7.1. WHO MAY BE PENALIZED

Any entrant, driver, crew member, organizer, official, or SCCA member may be penalized.

7.2. RANGE OF PENALTIES

In increasing order of severity, the range of penalties is as follows:

- A. Reprimand **NOTE:** A reprimand against an SCCA member must be noted in *the member's* license file.
- B. Reprimand – Non-Compliance Technical Specifications
 - 1. Spec MX-5 (SMX), GCR 9.1.7.1. Rule 21 Mandatory Video Camera (Specific to Spec MX-5 Cars)
- C. Fine (\$100-\$249)
- D. Loss of event points
- E. Fine (\$250) **NOTE:** All fines must be in whole dollar amounts only.
- F. Loss of Time, Lap, *Starting* or Finishing Position
- G. Fine – Non-Compliance Technical Specifications
 - 1. FE/FE2, GCR 9.1.1.I.2.T. Penalties (Specific to Enterprises Spec Cars)

H. Probation of competition privileges

The probation is effective immediately. If a fine is imposed, the conditions set forth in the probationary license will not be met until the fine is received by the *Chair of the SOM* or the National Office. Any member on probation must notify the event Race Director or Chief Steward prior to *their* first on-track session or beginning *their* assigned official's responsibilities. Failure to notify the Race Director or Chief Steward is a violation of probation.

1. Length of Probation

Probation may be up to 12 months; or it may be specified as a number of SCCA Road Racing event days or SCCA Road Racing event weekends.

2. Term(s) of Probation

A member on probation may be restricted to competing in *their* Division; limited to competing in certain types of levels of events; or required to perform specified event related activities, including attending an SCCA Drivers' School. Participating in SCCA Test Days or SCCA events that are not sanctioned by SCCA Road Racing will not fulfill probation.

3. Violation of Probation

Failing to comply with the probation terms may result in further penalties assigned by a review committee appointed to hear the violation, by Driver or Official Review, or by the SOM at the event where the violation occurs.

I. Probation – Non-Compliance Technical Specifications

- 1. Spec MX-5 (SMX), GCR 9.1.7.1. Rule 21 Mandatory Video Camera (Specific to Spec MX-5 Cars)

J. Disqualification

An entrant, driver, or car may be disqualified from a competition or an event. Rights to awards, including points, participation and race start credit, in the competition or event are automatically forfeited.

K. Suspension of license privileges

SCCA license privileges for a driver, crew, or official may be suspended for a period of time not to exceed 12 months. A license holder whose privileges are suspended must immediately surrender *their* license to the *Chair* of the SOM, review committee, or Court of Appeals. The suspension is effective immediately. If a fine is imposed concurrently with the suspension, the suspension period will not be completed until the fine is received by the *Chair* of the SOM, review committee, or the National Office.

A member whose Competition License has been suspended must not participate in a Road Racing event using any other grade or form of competition license. When the suspension is the result of a non-compliant vehicle, the infraction must be noted in the Vehicle Logbook.

The suspension document for a License holder will note whether a member whose license privileges have been suspended may participate in further Road Racing events in another capacity using another type or grade of license.

L. Suspension of license privileges – Non-Compliance Technical Specifications

- 1. FE/FE2, GCR 9.1.1.I.2.T. Penalties (Specific to Enterprises Spec Cars)
- 2. Spec MX-5 (SMX), GCR 9.1.7.1. Rule 23 Penalties – Non-Compliant Parts (Specific to Spec MX-5 Cars)
- 3. Spec Racer Ford (SRF/SRF3), GCR 9.1.8.D.1.T. Penalties (Specific to Spec Racer Fords)

M. Loss of accrued points - A competitor may be penalized all points accrued during the current season.

N. Expulsion from SCCA - A member may be expelled from the SCCA as provided in the SCCA Bylaws.

7. Penalties

7.3. MULTIPLE PENALTIES

Multiple penalties may be imposed. In addition, penalties may be consecutive (for example, 2 month suspension followed by 6 month probation). Both suspension and probation, each for the maximum allowable term, may be imposed for a single violation.

7.4. PENALTY POINTS

A. Penalties assessed by the SOM or the Court of Appeals accumulate points on the member's record according to the following schedule:

- | | |
|--|----------|
| 1. Reprimand | 1 point |
| 2. Fine (\$1- \$249) | 1 point |
| 3. Loss of event points | 1 point |
| 4. Fine (\$250) | 2 points |
| 5. Loss of time, lap, or finishing position | 2 points |
| 6. Probation of SCCA competition privileges | 3 points |
| 7. Disqualification | 4 points |
| 8. Suspension of SCCA competition privileges | 6 points |
| 9. Loss of accrued championship or series points | 7 points |

B. The above penalties if imposed by the Race Director or Chief Steward for on-track infractions (ex. Contact, PUY, Failure to follow flag instruction, etc.) incur 1 point automatically in lieu of the stated points in the above schedule. Above penalties imposed for car non-compliance (ex. Illegal part, failure to meet weight, fuel, stall test, etc.) will not incur an automatic 1-point penalty if imposed by the Race Director or Chief Steward. If a Chief Steward's Action is protested and the protest is disallowed (upholding the Chief Steward's Action), the SOM may, at their discretion, assign penalty points as listed above. The Race Director or Chief Steward may impose a 1-point penalty on a competitors competition license for penalties imposed by CSA for especially dangerous or egregious infractions under any general competition rules.

C. When multiple penalties result from a single action, only the most severe penalty accrues points.

D. Automatic penalties are imposed according to the following schedule:

Condition	Automatic Penalty
11-14 points accumulated in consecutive 3 year period	Probation for 6 months or 6 events determined by Divisional Executive Steward
15 or more accumulated in consecutive 3 year period	Suspension of competition privileges for 6 months
Invalid Statement of Facts Affidavit	Event disqualification, 60 day suspension of competition privileges, and 6 penalty points
Refusing to allow teardown in Mechanical Protest, Request for Action, or Chief Steward's Action	Event disqualification, 6 month suspension of competition privileges, \$250 fine, and 6 penalty points
Non-Compliance in the following classes: Formula Enterprise Spec Racer Ford Enterprises Sports Racer	FE/FE2: see 9.1.1.I.2.T. SRF/SRF3: see 9.1.8.D.1.T. ESR: see 9.1.8.G

NOTES:

- Penalties caused by accumulated penalty points do not themselves result in further points.
- Penalty points expire 3 calendar years from the date they were incurred.

7.5. AMENDMENT OF RESULTS

Whenever a penalty or correction affects the official results, including when a driver or car is disqualified or reinstated, the SOM shall advance or demote subsequent competitors in the finishing order and advise the Chief of Timing and Scoring of any amendment to the results. The results must then be labeled "Revised Official Results" and include the revision date and time.

7.6. PUBLICATION

SCCA has the right to publish that any individual or organization has been penalized, the penalty, and the reasons. An individual or organization included in the notice of penalty has no right to act against the SCCA or against any other individual for publishing the notice or for its contents.

8. STEWARDS' ACTIONS, PROTESTS, AND APPEALS

8.1. TYPES OF JUDICIAL ACTIONS

8.1.1. Chief Steward's Action

The Race Director or Chief Steward may file a Chief Steward's Action (CSA) with the SOM to describe a participant's breach of the GCR or the Supplemental Regulations and the action taken according to 5.12.3. All CSAs must be filed with the SOM within 30 minutes after the results of the final race of the event are posted, although the SOM may approve an extension of time.

8.1.2. Request for Action

The Race Director or Chief Steward may submit to the SOM a Request for Action (RFA) describing a suspected breach of the GCR or the Supplemental Regulations, asking the SOM to investigate and determine whether there was a breach, and what, if any, penalties to impose. The Race Director or Chief Steward cannot submit an RFA for any single violation of the rules for which they have already imposed a penalty allowed in 5.12.3. An RFA resulting from a post-race impound inspection may be submitted within a reasonable time following the discovery of the suspected breach. All other RFAs must be submitted to the SOM within 30 minutes after the results of the final race of the event are posted, although the SOM may approve an extension of time.

8.1.3. Chief Steward's Action Against a Car

The Race Director or Chief Steward may initiate an action against a car for non-compliance using a CSA or RFA. The procedures are the same as when one competitor protests the compliance of another's car (see 8.3.3.), except that the organizer replaces the protestor regarding expenses and the Chief Steward replaces the Chair.

8.1.4. Compliance Review/Rule Clarifications

Members may request a determination of the compliance of their vehicle or its components by submitting a Compliance Request Form to the Road Racing Department, at which time a letter will be entered into the CRB letter log system. Formal rule clarifications may be submitted to the Club Racing Board at www.clubracingboard.com.

- A. The Road Racing Department will review the request and must consult with the CRB and other appropriate experts regarding the same.
- B. The Road Racing Department will schedule an in-person inspection of the vehicle or component(s) by a class expert. The expert will then submit a written opinion to the Road Racing Department and the CRB.
- C. The Road Racing Department and the CRB will review the expert's opinion.
- D. If required, the CRB may clarify the applicable rule(s).
- E. The Road Racing Department will then submit a written ruling to the requesting member.
- F. A fee will be determined and paid in advance of the inspection. A portion of the fee may be refunded at the discretion of SCCA.
- G. Verification of compliance is based on the GCR as of the date of the written response to the member. The GCR changes monthly, and there is no guarantee of future compliance.
- H. Requests for clarification of rules that do not relate to a specific vehicle or component shall be submitted to the CRB at www.clubracingboard.com.

8.1.5. Protests

Any entrant, driver, crew, organizer, or official participating in an event may protest any decision, act, or omission of another entrant, driver, crew, organizer, official, or any other person connected with that event whose actions the protestor believes to be in error or which violate the GCR, the Supplemental Regulations, or any condition involving SCCA's sanction of the event, except where exemption from protest is specified elsewhere in the GCR or the event Supplemental Regulations.

8.2. HEARINGS AND JUDGEMENTS

The SOM procedures for RFAs and Protests are the same.

All RFAs and Protests will be heard by the SOM as soon as practical. The parties concerned will be notified when and where the hearing will occur. This may include third parties who were not immediately identified as being involved in the incident(s) in question. Although all parties have the right to call witnesses, they must state their cases in person. The parties may be heard jointly or separately at the discretion of the SOM. Witnesses may be heard separately from each other. Each party must be given the opportunity to review and consider all evidence presented to the SOM, including but not limited to videos, but excepting therefrom the items subject to a mechanical protest (or photos/videos of said items). A party is entitled to view, but not receive, a copy of a video or photos obtained from another party or witness which is used by or presented to the SOM in said action. Personally Identifiable Information (PII) in witness statements or evidence presented will be redacted from the shared material. Unless they are specifically released by the Chair of the SOM, all parties must remain at the event until a ruling has been issued. If any party is absent, a judgment may still be rendered, and may by default go against that party.

If the SOM are unable to rule immediately after the hearing, all parties will be notified when and how the decision will be conveyed.

All parties shall be bound by the decision, subject only to appeal, as specified in 8.4.

For the purpose of this section, the term “party” means anyone who has protested or been protested, or who is the subject of a Chief Steward’s Request for Action, in addition to anyone found to have been involved with and possibly responsible for the incident(s) in question. Where one of the parties is a minor, it is recommended that one adult (parent, guardian, or other) accompany the minor to the hearing, with the understanding that it is only the minor who is being interviewed (unless the parent, guardian, or other adult is also a witness).

8.3. PROTEST PROCEDURES

8.3.1. How to Protest

The following are requirements to protest. A Protest must:

- A. be in writing;
- B. specify the sections of the GCR or Supplemental Regulations that are alleged to have been violated;
- C. be signed by the protestor;
- D. be accompanied by a protest fee of \$75 for all U.S. Majors Tour, Regional events, and Drivers’ Schools, which fee must be either paid online through the SCCA Member Account Portal (proof of payment is required) or submitted with the written protest. This fee may be returned to the protestor at the discretion of the SOM;
- E. be delivered, with the fee, to the Race Director, Chief Steward, or an Assistant Chief Steward delegated to receive Protests, who will promptly convey it to the Chair of the SOM; and
- F. be filed within the time limits specified below, although the SOM may extend the time in cases where the protestor can show that evidence relating to the Protest was not available within the time limit, or where the protestor can show that they were unable to meet the deadline because of circumstances beyond their control.

Protest Type	Time Limit
Validity of an entry Rules compliance of an entrant, driver, or car	No later than one hour before the start of the race session of the competition for the issue in question. Cars in impound may be protested within 30 minutes after any session.
Starting (Grid) position	Within 30 minutes after the grid is posted.
Driver’s on track behavior	Within 30 minutes after the end of the session
Race results	Within 30 minutes after results are posted.
Race officials’s action or decision	Within 30 minutes after the end of the session OR within 30 minutes of receiving the notification of the official’s action.

8.3.2. Reasonable Protests

Properly presented Protests must be reasonable, logical, and based on sound evidence. Reasonable people may differ and a properly presented Protest may not be upheld.

- A. The protest fee will be forfeited if the Protest is not well-founded.
- B. A protestor whose actions are in bad faith or vexatious may be penalized by the SOM as specified in Section 7.

8.3.3. Actions Against Cars

An entrant or driver may initiate an action against a car in their race group for non-compliance using a Protest. Only entrants, drivers, or race officials may protest the fuel used in any car in a competition as specified in 9.3. Fuel. A Protest against a car is also a Protest against its driver and entrant. The burden of proof lies upon any participant seeking action against another participant.

The protestor may request that the car be disassembled, inspected, or any other test made, provided they post a tear down bond (also referred to as "bond") with the SOM sufficient to cover the total expenses of disassembly, inspection, reassembly, and other costs associated with the protest. A Protest may be reduced in scope but not added to at the time the bond is set. Unless the protestor wholly or partially withdraws their Protest, the stipulated inspections will be completed after the bond is set and received.

A claim that non-compliant item(s) offer no performance advantage has no influence on any ruling.

Non-compliant item(s) will be noted in the car's Vehicle Logbook. (See 9.2.1.I.)

A. Setting a Bond

1. The SOM will establish a bond after consulting separately with the protestor and the protested party(ies), with the Chief Technical Inspector, and any others whose advice the SOM believe to be useful.
2. A cost schedule must be established before the inspection can begin. Items covered by the bond may be priced individually, giving consideration to logically linking some items. Or else the bond may be allocated on the basis of an agreed-upon apportionment. Bond apportioning after the fact is not permitted, except where the protestor has withdrawn all or part of the Protest. If the protestor does withdraw all or part of their Protest, the SOM will apportion the costs incurred, including reassembly, up to the point of withdrawal, provided no non-compliance has been discovered.
3. The bond must be paid before the inspection can begin, and must be cash, check, or credit card (Visa, Mastercard, or Discover only).
4. If circumstances warrant, the SOM will require the protested party to post bond and/or sign a repair order with a service establishment to cover the costs of disassembly and inspection. The bond shall be determined in the same manner as a protestor's bond.
5. The SCCA Technical Services Department offers verification services for protest and/or compliance resolution of components and/or assemblies with the following requirements:
 - a. A complete description of the vehicle/engine combination (specifically - make, model, year, VIN #, engine code, displacement, and so on).
 - b. A known stock example of the part in question must be shipped with the protested part. The sample must be the same make, model and year of the protested part.
 - c. The cost for each inspection will be set according to the Road Racing Labor Rate Guide, published on the SCCA website. Provisions for shipping to and from the National Office must also be included in the bond.
 - d. A complete comparison will be produced within 5 working days of receiving the protested assembly and the stock sample, along with all the required information. The outcome will be conveyed to the Chair of the SOM via email.

B. Conducting an Inspection

The SOM will oversee the inspection and/or disassembly. They determine which, if any, portions of the inspection and/or disassembly may be observed, and by whom.

Non-compliant items found during inspection and/or disassembly that were not part of the original Protest must be referred to the Race Director or Chief Steward. If additional non-compliant items are found and referred, the protested party will receive no portion of the protestor's bond, regardless of the compliance of the protested component(s).

C. Refusing to Allow Inspection

A driver or entrant of a protested car who refuses to allow inspection is subject to immediate automatic penalty as specified in 7.4.D.

D. Bond Disposition

If the car is found compliant, the protestor forfeits the bond. If the car is found non-compliant, the protestor's bond is returned, and the protested driver or entrant pays the expenses. 8.3.3.A.2. specifies the conditions for apportioning the bond.

E. Time of Disbursement of Bond; Appeal Escrow

The tear down bond shall be sent to the Road Racing Department to hold it in escrow until the time limit to Appeal expires, an Appeal has been rejected, or an Appeal has been decided by the Court of Appeals.

F. Preserving Evidence

1. Documentation – all recorded evidence, such as technical data, inspectors' reports, or measurements must be forwarded to the Club Office.
2. Impounded parts
 - a. The Chair of the SOM is authorized to impound parts.
 - b. The Chair of the SOM must assure that the chain of evidence is not broken.
 1. All impounded parts must be uniquely and identifiably marked when they are removed from the car.
 2. All impounded parts must remain under the direct control of a licensed Tech Inspector or Steward until they are returned to the competitor or are delivered by a licensed Tech Inspector or Steward into the direct control of a courier service for insured and traced shipping for third-party inspection.
 - c. At an event, components may be returned to the protestee under the following conditions without either party losing the right to appeal.
 1. Both parties must agree in writing to the following:
 - a. The official measuring the part(s) is qualified.
 - b. The proper tool(s) was (were) properly used to take the measurement(s).
 - c. The measurements as documented are not contested.
 - d. The three items above are not subject to appeal.
 - d. Parts found non-compliant
 1. Will be marked as such.
 2. Will be retained by the SCCA.
 3. May be the subject of appeal.

8.4. APPEALS**8.4.1. Right to Appeal**

Any participant or organization named as a party to a protest, a Race Director or Chief Steward's RFA; or any member named as a party in a Review Committee, has the right to appeal a decision or penalty imposed upon them or it by the SOM or Review Committee. The Race Director or Chief Steward of an event has the right to appeal any decision or penalty imposed.

8.4.2. Appointment and Jurisdiction

Each year, the Board of Directors, SCCA, Inc., will appoint (5) active and experienced members to the Court of Appeals. At least three (3) members, selected from the members of the Court by its Chair, shall review any appeal filed under this section and make a final decision. The purpose of the Court is to provide a mechanism to resolve differences by a committee composed of members with individual and collective expertise in racing matters.

8.4.3. Appeal Procedures**A. How to Appeal**

The following are requirements to appeal.

An Appeal:

1. must be in writing or submitted via the SCCA online submission form;
2. must specify who is appealing; what decision is being appealed; the sections of the GCR and/or Supplemental Regulations which are believed to have been administered inappropriately, unfairly, or inequitably; all information the appellant wishes the Court to consider; and the arguments in favor of the Appeal;
3. must be received by the National Office through the SCCA online submission form, email, or delivery service, and electronically timestamped or US Government postmarked or registered with a carrier service such as UPS or Federal Express or by Express Mail, or email within 10 days after the decision of the SOM or review committee has been delivered to the appellant; (see the front of the book for addresses)

8. Stewards' Actions, Protests, Appeals

4. must be accompanied by a fee of \$175, payable to SCCA, Inc. A minimum of \$100 of any appeal fee will be retained by the SCCA. If using the online submission form, payment will be due at the time of submission (VISA, MC, DISCOVER accepted). Faxed, mailed or emailed appeals must include a Visa, MasterCard, or Discover account number for payment of the fee or payment must be submitted to the National office within 24 hours. Insufficient funds checks or credit card transactions that are rejected will be grounds for suspension of competition privileges. Any additional fees charged by the financial institution(s) will be assessed to the appellant.
5. may be withdrawn by the appellant, by writing the National Office before a decision is reached. The administrative portion of the appeal fee may be retained at the discretion of the Court of Appeals.

B. Fines, Licenses, Financial Obligations

Before an Appeal will be heard, all applicable following conditions must be met:

1. all fines must be received by the National Office;
2. a competition license surrendered to the Chair of the SOM or the Race Director or Chief Steward in return for a Probation Letter must be received by the National Office; and
3. any other financial obligation to the SCCA, Inc., or to any Region as reported to SCCA by the Region, must be received by the National Office.

All fines must be paid in cash or by check.

C. Stay of Decision

An Appeal filed on a penalty of suspension of competition privileges or expulsion from the SCCA imposed by the SOM or other review permits the appellant to participate in subsequent races, until the Appeal has been decided and the decision announced by the Court. The results and awards from these races are Provisional until the Court's ruling upholds or overturns the suspension or expulsion, at which time the results and awards will be Final and Official. If the Court upholds the suspension or expulsion, the appellant's awards from races run while awaiting the Court's decision will be null and void. Race results for those events will be revised to expunge the appellant's information from the Final and Official Results.

D. Multiple Sanction Weekends

On a multiple event weekend, (i.e., where more than one Road Racing sanction number has been issued, in any permitted combination of events), an individual whose competition privileges are suspended as specified in 7.2.I. may file a Notice of Intent to Appeal, accompanied by the appeal fee, with the Chair of the SOM, and be allowed to participate in an event that weekend whose sanction number is different than the one under which the individual was suspended. The Appeal shall be filed within ten days of the date the decision of the SOM was given to the appellant. **THIS APPEAL CANNOT BE WITHDRAWN.** The appellant may participate in subsequent events until the Court conveys its ruling.

If an individual's competition privileges are suspended by the SOM during a single sanction weekend, they are prohibited from further competition activities during that event from the time the individual receives the SOM decision. At a single sanction weekend, the SOM may not accept A Notice of Intent to Appeal for any reason at any time.

E. Reasonable Appeals

Properly presented Appeals must be reasonable, logical, and based on sound evidence. Reasonable people may differ on the interpretation of the evidence. An Appeal may be properly presented even if the decision of the SOM or review committee remains unchanged or is overturned by the Court.

8.4.4. Hearing Appeals

All properly filed Appeals will be heard by the Court. The Court will review the SCCA Official Observer's Report, the Notice of Appeal, containing all the evidence the appellant wishes the Court to consider, and will make appropriate inquiries before coming to a decision. It may require the appellant to submit additional evidence necessary for it to reach an equitable decision; hear directly evidence from any person it believes has pertinent information or necessary data; permit other parties to the issue under appeal to make written comments on the Notice of Appeal; and/or seek information from any other source. The Court shall make every effort to come to a conclusion and convey a final written decision on each Appeal within 30 days of receiving the Notice of Appeal.

No member of the Court may consider the Appeal if they have participated in the event under review as a competitor or official, or if they are directly or indirectly interested or involved with the matters under consideration.

The Court shall determine the procedures for hearing appeals, and these procedures are not subject to appeal.

8.4.5 Judgment of the Court of Appeals

- A. After considering all relevant material, the Court shall meet privately, reach a conclusion, and prepare a written decision. Actions of the Court may include, but are not limited to, the following:
 - 1. The penalty or other action should be nullified, mitigated, affirmed, increased, or a different penalty imposed.
 - 2. The Court may order a rehearing by the original SOM, or if warranted, request the Chair of the Stewards Program to appoint a new SOM made up of Executive Stewards and a driver representative from outside the division the appeal originated from to rehear the original action.
- B. The Court may not order a competition to be re-run.
- C. At no time shall the Court of Appeals act as a Chief Steward, SOM, or Review Committee.
- D. Penalties imposed by the Court incur automatic penalty points as specified in 7.4.
- E. The Court may or may not return appeal fees; and it will determine the disposition of protest fees and tear down bonds, if any, in cases where the decision being appealed is nullified or otherwise changed.
- F. The Court's decision is final, binding and not subject to further appeals by any party, either inside or outside the SCCA.

8.4.6. Publication and Effect of Decision

The National Office will distribute a copy of the Court's decision to all parties of the Appeal as soon as possible after the decision becomes final and will use its best efforts to publish the final decision as soon as possible. Individuals or organizations referred to in any decision have no right of action against SCCA, or any person publishing the decision, and the decision shall be final and binding. Any penalty imposed by the Court is effective immediately, or as stated in the Court's decision. Penalties involving time, disqualification, or loss of points apply to the event involved, but are effective as of the date of the conclusion of that event. The Court will determine the effective date for a suspension, whether it is affirmed or imposed.

8.4.7. Bad Faith Appeals

An appellant whose actions are in bad faith or vexatious may be penalized by the Court as specified in Section 7.

8.4.8. Appeals Affecting Final Points Standings

For all Runoffs Qualifying Races held less than 28 days before the beginning of the Runoffs, any Appeal affecting Runoffs eligibility, including all evidence, must be received in the National Office within 48 hours after either the receipt of a judgment issued by the SOM or the completion of the event, whichever occurs later. Runoffs invitations to all parties named in or affected by the Appeal will be held until the Appeal decision is final. An "intent to appeal" will not be accepted. This section supersedes any other time allowances for filing an Appeal.

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9.1. CATEGORIES AND CLASSES

All cars competing in SCCA sanctioned races must comply with the requirements of the GCR.

There are three types of SCCA classes.

A. U.S. Majors Tour Eligible Classes

U.S. Majors Tour Eligible classes are those listed below which are not designated “Regional Class(es) Only.”

An exhibition class may be added to select Super Tour events with the approval of the Head of Road Racing.

B. Regional Classes

Regional classes are identified in the list below.

C. Optional Regional Classes

1. Organizers may develop classes of cars to accommodate local demand and interest. Preparation rules must meet the General Technical Specifications and be approved by the Road Racing Department. Approved Regional-only rulesets must be available on SCCA Region and/or Division websites or included in the event supplemental regulations. It is the organizer’s option to include these classes in events defined in 3.1.2.
2. In addition, organizers may include any combination of the following Optional Regional Classes in their events defined in 3.1.2.

- a. Super Production Class (SP) (Optional Regional Class): Cars which exceed the preparation limitations of the applicable Production or GT Category Rules but which meet the General Technical Specifications of Section 9.2, 9.3 and 9.4 of the GCR for GT category cars. This includes cars not listed in the GT or Production specification pages, such as FIA homologated production cars.
- b. Legend Cars (LC) (Optional Regional Class): Cars that are manufactured by 600 Racing and that comply with current Legend Car Rules, published by 600 Racing. An LC competitor must have the current LC Rules at all events. LC should grouped with cars of similar weight, configuration, and speed potential. Note: Legend Cars are not eligible for any other Road Racing category. Modifications not permitted in the current LC rules render the car ineligible for SCCA Road Racing competition. Legend Cars may run with any DOT 205/60/13 tires.

Cars shall have two (2) red brake lights per GCR Section 9.3. Lights with fifteen (15) watt (minimum) bulbs. Engine breathers shall be equipped with oil catch tanks per GCR Section 9.3. Oil Catch Tanks, Filters, and Breathers. Minimum catch tank capacity shall be one (1) U.S. quart. All cars shall be equipped with a master switch (per GCR Section 9.3. Master Switch) easily accessible from outside the car. It should be located in the rear window just behind the “B” post on the right side. All cars are required an on-board fire system per GCR Section 9.3. Fire System. All cars shall be equipped with a fuel cell meeting the specifications of GCR Sections 9.3. Fuel Cell Specifications. All suspension Heim joints shall be captured with a flat washer(s). Arm restraints are required in all Legends Cars. A current Legends Car Rules is required to be in the possession of each entrant. Legends Cars are specifically exempt from GCR 9.3. Exhaust System, 9.1.9.A.2.d.1 (as it applies to tire protrusion from the fenders), and 9.3. Window Safety Nets.

- c. Race Experience Vehicles Race Experience (RE) (Optional Regional Class): Cars which fall within the requirements of Race Experience, meeting vehicle eligibility, performance range and the required modifications and safety gear in SCCA Race Experience Section 3, “Race Experience Vehicles.” Note: When running as a class at a GCR event, RE Vehicles should either run as a single class, or be classed with Improved Touring catch-all classes. E.g., IT-EZ, ITX, etc.

The abbreviations in parentheses are the class identifications as required in 9.3.29. Identification Markings.

9.1.1. FORMULA CATEGORY CLASSES

Formula Atlantic	(FA)	
Formula Continental	(FC)	
Formula Enterprises	(FE)	Regional Class
Formula Enterprises 2	(FE2)	
Formula Vee	(FV)	
Formula F	(FF)	
Formula 600	(F6)	
Formula X	(FX)	
Formula S	(FS)	Regional Class
Formula First	(FST)	Regional Class

9.1.1 continues in the Formula Category Rules.

9. Cars and Equipment

- 9.1.2. **GRAND TOURING CATEGORY CLASSES**
GT-1 (GT1)
GT-2 (GT2)
GT-3 (GT3) Regional Class
GT-Lite (GTL) Regional Class
GT-A (GTA) Regional Class
GT-X (GTX)
9.1.2 continues in the GT Category Rules.
- 9.1.3. **IMPROVED TOURING CATEGORY CLASSES** Regional Classes
IMPROVED TOURING R (ITR)
IMPROVED TOURING S (ITS)
IMPROVED TOURING A (ITA)
IMPROVED TOURING B (ITB)
IMPROVED TOURING C (ITC)
9.1.3 continues in the Improved Touring Category Rules.
- 9.1.4. **SUPER TOURING CATEGORY CLASSES**
Super Touring Under (STU)
Super Touring Lite (STL)
9.1.4 continues in the Super Touring Category Rules.
- 9.1.5. **PRODUCTION CATEGORY CLASSES**
E Production (EP)
F Production (FP)
H Production (HP)
9.1.5 continues in the Production Category Rules.
- 9.1.6. **SEDAN CATEGORY**
American Sedan (AS)
9.1.6 continues in the American Sedan Category Rules.
- 9.1.7. **SPEC MIATA CLASS**
Spec Miata (SM)
Spec MX-5 (SMX)
9.1.7 continues in the Spec Miata and Spec MX-5 Class Rules.
- 9.1.8. **SPORTS RACING CATEGORY CLASSES**
A Sports Racing (ASR) Regional Class
Prototype (P)
Prototype 2 (P2)
Spec Racer Ford (SRF) Regional Class
Spec Racer Ford 3 (SRF3)
Prototype Electric (PE) Regional Class
Radical (SR1 and SR3) Regional Class
9.1.8 continues in the Sports Racing Category Rules.
- 9.1.9. **TOURING CATEGORY CLASSES:**
Touring 1 (T1)
Touring 2 (T2)
Touring 3 (T3)
Touring 4 (T4)
Electric Touring (ET) Regional Class
9.1.9 continues in the Touring Category Rules.
- 9.1.10. **B-SPEC and C-SPEC CATEGORY CLASSES**
B-Spec (B-Spec)
C-Spec (C-Spec) Regional Class
9.1.10 continues in the B-SPEC and C-Spec Category Rules.

9.1.11. CARS RUN IN THE PROPER CLASS

- A. All cars shall race in their respective classes.
- B. Cars should not be run in classes and/or categories for which they were not designed or intended. For non-Runoffs eligible classes, the Race Director or Chief Steward must approve the proposed classification. Officials will not approve if the car is so dissimilar or the car/driver combination otherwise unsuitable that it is a hazard or impediment to fair competition among the other cars in the class and race group.

9.1.12. RUNOFFS-ELIGIBLE CLASS PARTICIPATION REQUIREMENTS

- A. Annually, the Club Racing Board shall review participation numbers for Majors and Runoffs classes. Classes that do not maintain sufficient participation numbers will have one year to improve their participation level. If the class does not improve, it will be either incorporated into an existing class or become a Regional only Class. All Runoffs-eligible classes participating in Majors events will not automatically be invited to the Runoffs (See 3.7.4.C Invited Runoffs Classes)
- B. A Regional Class (except Improved Touring) may be reviewed by the CRB to become a Runoffs-eligible Class able to participate in Majors.
- C. The CRB may recommend creating Runoffs-eligible classes for BoD approval. Runoffs-eligible classes, created under this section, will have at least three years to achieve sufficient participation numbers in Runoffs-eligible races before being consolidated or redefined as a Regional Class.
- D. The CRB may designate a Runoffs Demonstration Class that would be eligible for the current Runoffs, only.
- E. A participant competing whose car is re-classified or dual-classified into a new class during the course of the current U.S. Majors Tour season may request a transfer of U.S. Majors Tour participation credits (weekend and finish credits) for the purpose of Runoffs qualification. The participant may request a transfer of the participation credits from the first class be transferred to the second class. Points will not be transferred, and they will be removed from their respective point standings upon race participation transfer. Transfer will be done only upon written request to the Road Racing department (see email address at front of book), no later than the first Wednesday following the final U.S. Majors Tour event of the current season.

Note 1: For the purposes of this section, the term “entries” is defined as drivers classified in the final official race results of Runoffs-eligible races as finishers, did-not-finish (DNF), did-not-start (DNS), or disqualified (DQ).

Note 2: Classes such as Improved Touring, Super Production, A Sports Racing, and Formula S (Regional and Optional Regional Classes) have been developed for competitors to race at a Regional level. These classes will not be eligible for National races since they were created with the express understanding that they remain Regional Classes only. There may be other classes added to this philosophy, as we identify classes for our members to race cars that do not fit within our Runoffs-eligible racing program.

9.2. VEHICLE DOCUMENTATION**9.2.1 VEHICLE LOGBOOKS**

Each car shall have a complete and up-to-date logbook.

- A. The standard SCCA Vehicle Logbook will be used by all competitors at all SCCA competitions. All unissued Vehicle Logbooks must remain in the possession and control of a Divisional or National Technical Inspector.
- B. Only one logbook will be issued for each vehicle (except as a continuation of the original or a replacement). When a continuation logbook is issued, the date the initial logbook was issued must be written on the front page of the continuation logbook. (It is not necessary to present all old logbooks for issuance of annual inspection stamp or a tech sticker.) Possessing two logbooks for one vehicle is a breach of the rules under 2.1.3.
- C. A complete description of the vehicle, its safety roll bar/roll cage, and the required photographs must be present in the places provided. All changes of ownership of the vehicle must be recorded.
- D. ASN Canada FIA Vehicle History Logbooks will be accepted at all SCCA events.
- E. The Vehicle Logbook must be issued by a Nationally licensed Technical Inspector, who will complete the required vehicle information in the front and back of the logbook. The Inspector will conduct a thorough inspection of the vehicle, as provided in Section 9.3, General Technical and Safety Specifications. The logbook issue date is the date of registration.
- F. Identity Numbers:
 - 1. Each vehicle shall be issued an identity number which will be permanently stamped on its roll bar, and which will correspond to the number on the Vehicle Logbook.
 - 2. The first digit(s) corresponding to the region’s identity number will be separated from the balance of the numbers by a dash (-).
 - 3. The car numbering system, beginning with 001, shall be issued consecutively as the vehicles are registered during a thorough inspection.

9. Cars and Equipment

- G. All Formula and Sports Racing Cars may be required to be homologated by SCCA and issued a Certificate of Approval. Refer to section 9.2.2. for details. Exceptions are Spec Racer Ford, Spec Racer Ford 3, FE, FE2, ESR, and Shelby Can-Am. The original certificate shall be presented along with the car for issuance of a new Vehicle Logbook. Additionally, former Spec Racer Renaults may compete in Vintage/Historic events using their originally issued logbook.
- H. At each event, this Logbook and the Certificate of Approval (for cars required by these rules to have one) must be presented at Technical Inspection with the signature of the driver/entrant for that event in the space provided. During Technical Inspection, any deviations in compliance shall be noted in the logbook by the Technical Inspector. The Race Director or Chief Steward may issue a waiver for the noted compliance deviation for the current event only by making a notation in the competitor's log book. Competitor must remediate before any subsequent events.
- I. If a car is protested or inspected during an event and found to be non-compliant, the results of this protest or inspection must be noted in the logbook by the Chair of the SOM, or another delegated official, such as the Chief Technical Inspector. (See 8.3.3.)
- J. If a car is involved in an accident or is damaged as a result of mechanical failure, the damage must be noted in the Vehicle Logbook by the accident investigator or Chief Technical Inspector.
- K. Cars found to be underweight at impound are subject to penalty and the weight shall be noted on the next page of the Vehicle Logbook.
- L. If the logbook is not available at Technical Inspection, the car may compete only after a thorough inspection of the car is completed, during which all details required to issue a logbook are recorded.
- M. A car may be entered in multiple classes within a single sanction numbered event. A single Vehicle Logbook is required, but it must contain pictures of each configuration.

9.2.2. HOMOLOGATION REQUIREMENTS

All Formula, Sports Racing, P, and P2 cars must be constructed in strict accordance with the rules and regulations contained in the current GCR unless specifically excepted. Cars registered prior to January 1, 1983 do not require a Homologation Certificate.

Cars that comply with the design criteria set forth for roll hoops (GCR section 9.4.5) do not require a Homologation Certificate.

Cars that do not comply with the design criteria set forth for roll hoops (GCR section 9.4.5) may submit an application to the Road Racing Technical Manager as defined in GCR section 9.4.5.F. The Road Racing Technical Staff may deny any application for a configuration that does not comply with the rules, that incorporates design characteristics or conditions that fundamentally diverge from standard safety considerations, or that is otherwise incompatible with the relevant class structure or philosophy. A fee to be determined by the Road Racing Department will be assessed for all such applications.

Cars that are excepted from the published design criteria, must at all times have available for examination a current logbook, a copy of the letter of exception from the Road Racing Department, and supporting engineering documentation. Cars that have previously been issued Homologation Certificates may satisfy this rule by presentation of said certificate or a copy thereof.

All cars are subject to inspection for compliance with the data that was submitted in support of an alternative roll structure.

The existence of a Homologation Certificate or letter of exception from the Road Racing Department is not conclusive evidence of rules compliance.

9.3. GENERAL TECHNICAL AND SAFETY SPECIFICATIONS

The points covered at Technical and Safety Inspection shall be:

9.3.1. ACCUMULATORS (e.g., Accusumps)

An accumulator (e.g., Accusump) may be installed (except for Spec Miata). Location is free, but it shall be securely mounted within the bodywork. All oil lines that pass into or through the driver/passenger compartment shall be of metal braided hose (e.g., Aeroquip).

9.3.2. ACTIVE SUSPENSIONS AND TRACTION CONTROL SYSTEMS

Active suspensions and traction control systems, as installed by the automobile manufacturer and unmodified, are allowed only in Touring.

9.3.3. ADVERTISEMENTS AND GRAPHICS

Advertising and graphics (names, symbols and logos) may be displayed on cars provided they are in good taste and do not interfere with identification marks and SCCA logos.

9.3.4. AERODYNAMIC SKIRTS

Aerodynamic skirts are prohibited in Road Racing.

9.3.5. ALL-WHEEL DRIVE

Four wheel (All-Wheel) drive is prohibited except in Touring, Improved Touring, Super Touring.

9.3.6. APPEARANCE NEAT AND CLEAN, AND SUITABLE FOR COMPETITION

Specifically, cars that are dirty either externally or in the engine or passenger compartments, or that show substantial bodywork damage, or structural or surface rust, or that are partially or totally in primer, or that do not bear the prescribed identification marks will not be approved for competition. Cars may be painted or wrapped any color(s). Markings and numbers may be painted

9.3.7. BALLAST

Ballast may be added to all cars as required, to meet minimum weight, provided it is securely mounted within the bodywork and serves no other purpose.

9.3.8. BATTERIES

Battery location is unrestricted within the bodywork (except Spec Miata, Touring 2-4, B-Spec, and C-Spec, and Improved Touring). If located in the driver/passenger compartment, vented wet cell batteries shall be in a nonconductive marine type container or equivalent. The hot terminal shall be insulated on all cars. All batteries (on-board power supplies) shall be attached securely to the frame or chassis structure independent of the marine type container.

9.3.9. BODY PANELS

Body panels shall be securely mounted. Fender skirts and hub caps shall be removed. The hood and engine compartment shall be securely fastened. Hood fasteners must be removable with simple tools; no fastener requiring a key to open it is permitted.

9.3.10. BRAKES

Shall be pedal-operated, working directly on each wheel, and in good working order. Rolling brake tests are prohibited. ABS or Anti-lock braking systems are not allowed except in Touring, B-Spec, C-Spec, GT1-ST, GT2-ST, GTX, Super Touring, or where specified in individual class rules or spec line. To satisfy this rule, the ABS shall be disabled by removing all of the wheel sensors.

9.3.11. CAMERA AND CAMERA MOUNTS

A. All cars competing at Regionals, Conference Majors, Super Tour events, and the SCCA Runoffs must have a forward-facing camera that is recording at all times while on track and provides a clear horizontal field of view of the cars and track ahead. The cameras may be mounted inside the car, on the *exterior of the car, or on the roll cage. Helmet-mounted cameras do not satisfy the forward-facing camera rule.* If video is needed as part of an investigation *or appeal* of an incident a competitor's video of the full unedited session may be requested by race officials regardless of whether or not said competitor was involved in the incident. Altering the video in any way or failing to provide such video may result in penalties. Forward-facing cameras are recommended at all other SCCA-sanctioned events. The video format must be a digital file *provided on a removable USB flash drive or SD card media chip and must be viewable using the VideoLAN VLC media player.*

B. The mounts for video / photographic cameras shall be of a safe and secure design. The body of the camera or recording unit that weighs more than 8 oz shall be secured at a minimum of 2 points on different sides of the camera body. Suction cups or elastic mounts are not permitted. If a tether is used to restrain the camera, the tether length shall be limited so that the camera cannot contact the driver.

C. Competitors must retain their forward-facing camera video and make it available if requested until the results for all of their run group sessions are deemed final, which could be after the event has ended.

9.3.12. CARBURETOR FUEL INLET FITTING

On all carburetors (except SU, Sports Racing cars with motorcycle-type carburetors, F600 two-cycle Mikuni VM38, and F600 motorcycle-engine cars) equipped with a non-threaded fuel inlet fitting, the fitting must be replaced by drilling and tapping the carburetor body for a threaded fitting.

9.3.13. COOL SUITS

Cool suits are allowed in all classes. Water tank mounts shall be of a safe and secure design.

9.3.14. COOLANT CATCH TANKS

Cooling systems shall be equipped with coolant catch tanks to prevent the spillage of coolant onto the racing surface. An oil catch tank with a minimum capacity of one U.S. quart may also serve as the coolant catch tank, except for cars that are equipped with working OEM pressurized coolant reservoirs, which may use an additional catch tank. If the coolant catch tank is separate from the oil catch tank, the coolant catch tank shall have a minimum capacity of one U.S. pint.

9.3.15. CRYOGENIC TREATMENT

Cryogenic treatment of components is allowed unless specifically prohibited in the category or class preparation rules.

9.3.16. DATA COLLECTION DEVICES

Data collection devices are considered to be instrumentation and are therefore allowed in all classes that permit the installation, replacement or addition of gauges, indicators or instruments.

- A. Driver Data Collection - Data collection devices are considered to be instrumentation and are therefore allowed in all classes that permit the installation, replacement or addition of gauges, indicators or instruments.
- B. Official Data Collection - The Club Racing Board uses SCCA data acquisition devices to assist in performance balancing. Race Data Technicians assist in placing the SCCA data acquisition devices at events. If selected, drivers' participation is not optional and is not protestable. The data collected will not be used for compliance purposes. All cars carrying an SCCA data collection device shall report to impound immediately after their sessions.
- C. *When standard data collection practices have not been able to produce viable data, the following will apply and a note will be added to the specific car's spec line.*
 - 1. *AiM part #X47KPF-SOLO2R0 data box mount must be installed on the exterior of the car outside the driver compartment to provide the necessary mounting of the AiM Solo 2 data box. The mounting surface must be approximately oriented either horizontally or vertically and either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board. The data box must have a view of the sky and must not be located under carbon fiber or metallic bodywork. Sufficient space must be left between the mounting plate and the surface to which it is attached to permit the use of zip ties/tie straps to restrain the data box to the mounting plate. The purpose of this requirement is to allow the random placement of data boxes on cars on the pre-grid by SCCA-assigned personnel and the collection of the data boxes when cars exit the racetrack. Contact AiM and its distributors for direct purchase of the data box.*

9.3.17. DETACHABLE PANELS/SUNROOFS

Detachable hardtops, detachable panels (sunroofs), and detachable doors (e.g., Lotus 7) shall be removed, unless authorized in the Category Rules or Specification Book for that car to remain in place. All glass panels in the roof must be removed. Movable or removable metal or composite panels in the roof may be either removed or positively secured in the closed position. Any openings in the roof resulting from the removal of a panel must be covered with panels of stock contour made of the same material as the stock surrounding roof structure.

9.3.18. DRIVER'S RESTRAINT SYSTEM

All drivers in SCCA sanctioned speed events shall utilize either a 5, 6, or 7 point restraint harness meeting the following specifications. A 7 point restraint harness is recommended. Arm restraints are required on all open cars including open Targa tops, sunroofs and T-tops. Arm restraints shall not be worn in a manner which limits the ability of the driver to provide visible signals to other competitors while on track. The restraint system installation is subject to approval of the Chief Technical Inspector.

- A. The shoulder harness shall be the over the shoulder type. There shall be a single release common to the seat belt and shoulder harness. When mounting belts and harnesses it is recommended that they be kept as short as reasonably possible to minimize stretch when loaded in an accident.

The shoulder harness shall be mounted behind the driver and supported above a line drawn downward from the shoulder point at an angle of 20 degrees with the horizontal. The seat itself, or anything added only to the seat shall not be considered a suitable guide. Guides must be a part of the roll cage or a part of the car structure.

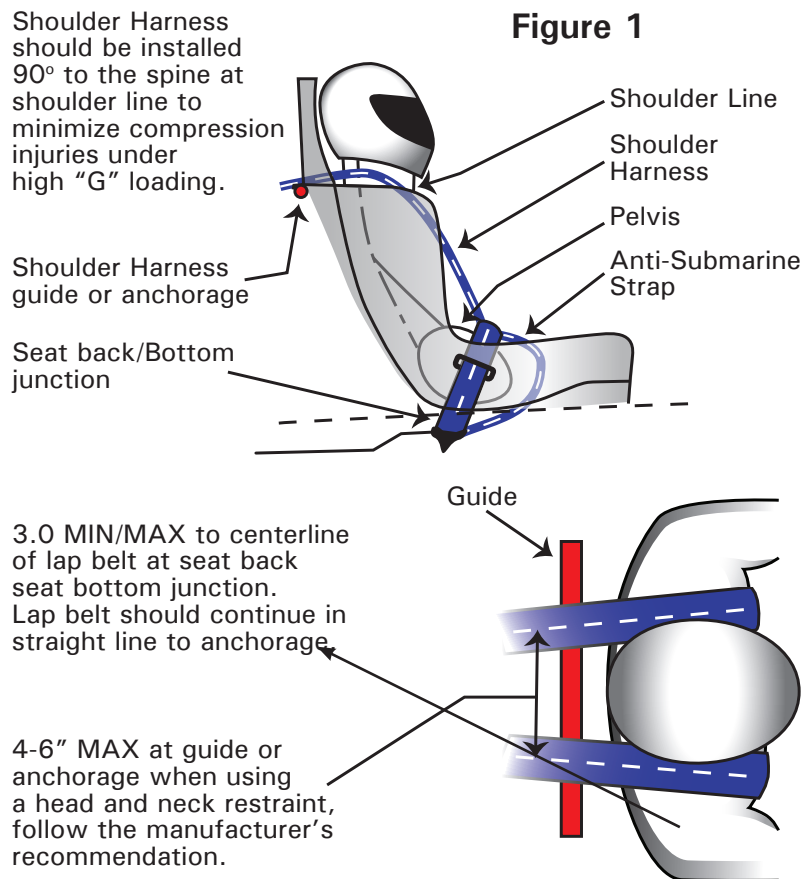
Only separate shoulder straps are permitted. ("Y" type shoulder straps are not allowed.) "H" type configuration is allowed.
- B. The single anti-submarine strap of the 5 point system shall be attached to the floor structure and have a metal to metal connection with the single release common to the seat belt and shoulder harness.
- C. The double leg straps of the 6 point or 7 point system may be attached to the floor as above for the 5 point system or be attached to the seat belt so that the driver sits on them, passing them up between their legs and attaching either to the single release common to the seat belt and shoulder harness or attaching to the shoulder harness straps. It is also permissible for the leg straps to be secured at a point common to the seat belt attachment to the structure, passing under the driver and up between their legs to the seat belt release or shoulder harness straps.

All straps shall be free to run through intermediate loops or clamps/buckles.

- D. Each seat (lap) and shoulder belt of the harness (5, 6, or 7 points) shall have an individual mounting point (i.e. 2 for seat belt and 2 for shoulder belt minimum). 6 or 7 point system anti-submarine straps may share a mounting point with one or both seat (lap) belt(s). The minimum acceptable bolts used in the mounting of all belts and harnesses is SAE Grade 5/Metric 8.8. Mounting hardware, including eye bolts, as provided by the belt manufacturer, may also be used for mounting belts and harnesses. Where possible, seat belt, shoulder harness, and anti-submarine strap(s) should be mounted to the roll structure or frame of the car. Where this is not possible, large diameter mounting washers or equivalent

should be used to spread the load. Bolting through aluminum floor panels, etc., is not acceptable. Holes in the roll cage to accommodate the installation of the harness must be bushed and welded completely.

- E. All driver restraint systems shall meet one of the following: SFI specification 16.1, 16.5, or FIA specification 8853/98, 8853-2016 or 8854/98.
 1. Driver restraints must meet one of the following specifications
 - a. SFI 16.1 or 16.5 – labels display the specification number, expiration month and year, and expiration final date of either June 30th or December 31st of the expiration year. SFI labels, with June 30th expiration dates, are good until December 31st of the labeled expiration year.
 - b. FIA 8853/2016 – labels display an expiration date.
 2. If a restraint system has multiple labels, the label with the latest expiration date is acceptable.
 3. If a restraint system has more than one type of certification label, the label with the latest expiration may be used.
- F. Harness Threading: Assemble in accordance with manufacturers instructions. If no manufacturer instructions are given, use the methods shown in Figures 2-6.
- G. Snap-in mounting clips must be pinned to help prevent inadvertent opening of the clip if the manufacturer has provided a hole for such purpose.



Length of belt threading MUST include at least the 4"(100mm) end or tail extension (See Figure 6)

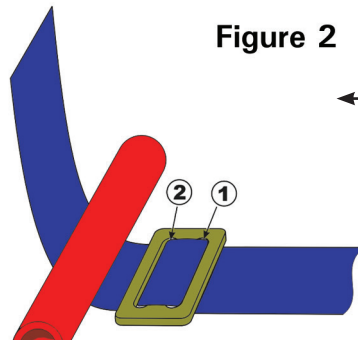


Figure 2

Length of belt threading
MUST include at least
the 4" (100mm)
end or tail extension
(See Figure 6)

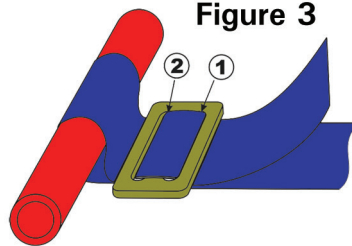


Figure 3

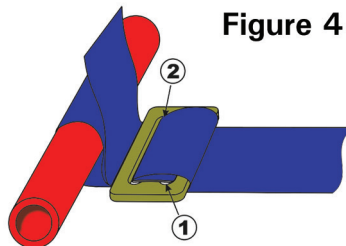


Figure 4

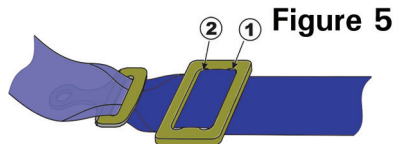


Figure 5

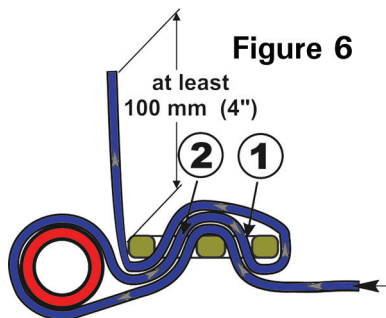


Figure 6

9.3.19. DRIVER'S SAFETY EQUIPMENT

All required driver's safety equipment must be worn at all times while on track. The participant agrees that the participant bears the ultimate responsibility at all times to ensure the safety of participant's driver's safety equipment, and compliance with all SCCA rules, regulations, and agreements, including but not limited to those contained in the GCR.

A. Annual Inspection

At or before the first event of the calendar year, all driver's safety equipment will be inspected by a licensed scrutineer. The scrutineer performing the inspection shall affix a dated, non-removable sticker or decal on the left side of helmets that comply with Section 9.3.19.C.2., to indicate that all driver's safety equipment has been inspected and is in compliance with this section. This sticker or decal, which shall be placed on the helmet in a manner such that it is visible from outside the car with the driver seated

and belted in the normal driving position, may be checked by grid or scrutineering personnel on the starting grid. The presence of other externally visible driver's safety equipment (gloves, balaclava, and suit) may also be checked by grid or scrutineering personnel on the starting grid.

B. Reinspection

Throughout the racing season, a check of the condition and legality of driver's safety equipment should periodically be done by scrutineers in impound by group or class with the concurrence of the Race Director or Chief Steward.

C. Required Equipment

The following required equipment shall be in good condition and free of defects, holes, cracks, frays, etc.

1. Driving suits that effectively cover the body from the neck to the ankles and wrists. One piece suits are highly recommended. All suits must bear an SFI 3.2A/1, SFI 3.4, or higher SFI certification label or an FIA 1986 Standard, FIA Standard 8856-2000, or FIA Standard 8856-2018 homologation label. Underwear of fire resistant material shall be used, but is optional with suits carrying an FIA Standard 1986 Standard or FIA Standard 8856-2000 label or SFI 3-2A/5 or higher (e.g., /10, /15, /20) certification label. *FIA 8856-2018 suits do not expire regardless of manufacturing date, but they must be maintained in acceptable condition (e.g., no rips, tears, other damage).*
2. Crash helmets approved by the Snell Foundation with Snell sticker 2015 or later Special Application SA2015/SAH2015, or by the SFI with a SFI Sticker SFI 31.1/2015 or newer, or by the FIA standard 8859-2015 or FIA 8860-2010 or newer. SFI labeled helmets must have a year printed on the label to be valid. **SA 2015 Helmets will be valid through 2026.** Each driver's helmet shall be labeled with a minimum of the driver's name. Accident damaged helmets should be sent by the driver or a representative to the Snell Memorial Foundation, 3628 Madison Ave., North Highland, CA. 95660 (ph.) 916-331-5073 (attn. Edward B. Becker). Details of the accident should be included. Freon based total loss helmet cooling systems are not allowed.
3. *The use of a Head and Neck Restraint (H&NR) system that has been certified in accordance with SFI 38.1 or FIA 8858-2002 or 8858-2010 is required; an SFI 38.1 or FIA 8858-2002 or 8858-2010 label must be properly affixed to the device. H&NR devices do not time out irrespective of any stated expiration date, but they must be maintained in acceptable condition (e.g., no damage to the H&NR device, straps, or pads)*
4. Gloves made of leather and/or accepted fire resistant material containing no holes.
5. Socks made of accepted fire resistant material.
6. Face coverings (balaclavas) of accepted fire resistant material for drivers with beards or mustaches. Hair protruding from beneath a driver's helmet shall be completely covered by fire resistant material. As an alternative to balaclavas, a full helmet skirt of accepted fire resistant material may be used. Double-layer balaclavas are recommended. If balaclavas are used voluntarily, they shall be of accepted fire resistant material.
7. Goggles or face shields, preferably made of new impact resistant materials, for drivers of open cars.
8. A driver's restraint system meeting SCCA standards (See section 9.3. Driver's Restraint System) shall be used at all times while on the track.
9. Shoes, with uppers of leather and/or nonflammable material that at a minimum cover the instep. Ventilation pinholes by the manufacturer are allowed.

9.3.20. ELIGIBILITY

Eligibility for class entered—compliance with the GCR and Specification Books.

9.3.21. EXHAUST SYSTEM

Shall be directed away from the body and shall terminate at or behind a point which is equidistant from the front and rear hubs. Legends Cars exhaust systems must comply with the official Legends Cars technical specifications.

9.3.22. FIRE SYSTEM

All cars shall be equipped with an On-Board Fire System except T3, T4, STL, Spec Miata, B-Spec, C-Spec and Improved Touring.

A. On-Board Fire System Requirements

It is recommended that all cars employ onboard fire systems that meet the following requirements:

- Systems certified to SFI specification 17.1 or 17.2, or
- Those listed by the FIA on Technical List No. 16

The following information must be visible of the unit:

- Certification label
- Capacity
- Type of extinguishing agent
- Weight, or volume, of the extinguishing agent

9. Cars and Equipment

Cars shall meet the following regardless of registration date:

1. The fire system cylinder shall be securely mounted in such a manner that it can be checked during a technical inspection and may be removed for weighing periodically for compliance to full weight shown on the cylinder. (Weight is without valve assembly.)
2. Manual or automatic release is allowed. The release mechanism shall be within reach of the driver when belted in the car.
3. All on-board fire systems shall be identified with a circle "E" decal.
 - a. In GT and Production cars, two circle "E" decals may be required—one at the release location and the second on the outside bodywork in line with or as near to the release location as possible.
 - b. In Formula and Sports Racing cars, a circle "E" decal shall be located on the outside bodywork as near to the release location as possible.



On Board Fire System Item #2607

4. There shall be a minimum of two nozzle locations—one in the driver's compartment and one in either the engine area or the fuel cell area. The nozzles shall be suitable for the type of extinguishing agent used.
5. The firing safety pin(s) shall be removed from all on-board fire systems prior to going on track. It is recommended that a warning tag be attached to the safety pin to remind the driver to remove the safety pin before entering the racing surface.
6. All fire systems shall be serviced according to manufacturer's specifications; however, biennial recertification of SFI systems is not required.

B. Hand-Held Fire Extinguisher Requirements

The following are acceptable for all cars not requiring an On-Board Fire System:

1. Halon 1301, 1211 or Dupont FE-36, two (2) pound minimum capacity by weight.
2. Dry chemical, two (2) pound minimum with a positive indicator showing charge. Chemical: 10 BC Underwriters Laboratory rating, potassium bicarbonate (Purple K) recommended, 1A10BC Underwriters Laboratory rating multipurpose, ammonium phosphate and barium sulfate or Monnex.
3. AFFF (aqueous film forming foam) or equivalent surfactant foam material, 2.25 liter minimum capacity (by volume). All AFFF fire bottles shall incorporate a functional pressure gauge.
4. The fire extinguisher shall be securely mounted in the cockpit. All mounting brackets shall be metal and of the quick release type.
5. The circle "E" decal of 9.3.22.A.3.b (above) shall not appear on cars which have only a hand-held fire extinguisher.

9.3.23. FIREWALL AND FLOOR

Firewall and floor shall prevent the passage of flame and debris into the driver's compartment. Belly pans shall be vented to prevent the accumulation of liquids, except composite/honeycomb structures. All rear-engined Formula cars are required to have an undertray, from driver's foot area to the firewall, for protection of legs and torso. Insulation or heat-resistant material may be added to the interior (cockpit) surfaces of the firewall, floor, and transmission tunnel.

9.3.24. FORMULA CAR VISIBILITY

The driver of all Formula cars shall have a field of vision of not less than ninety (90) degrees to either side (total of 180 degrees) with both eyes by turning their head, but without lifting their head forward or otherwise moving from the normal driving position. Plexiglas or similar uncolored transparent material may be substituted for existing bodywork. "Token" portholes do not satisfy this requirement. Only a structural member such as a roll bar brace or frame tube may interrupt the required field of vision.

9.3.25. FUEL

All cars shall use fuel, as defined below, unless a specific exemption is made in the provisions for a specific category/class.

A. Permitted Fuel

Permitted fuel is herein defined as gasoline or diesel fuel meeting specified dielectric constant standards and not containing any prohibited substance in excess of stated limits. Gasoline is a mixture of refined hydrocarbons. Gasoline is an electrical insulator and its relative effectiveness as an insulator is represented by its dielectric constant (D.C.). The D.C. of gasoline will be measured by an SCCA Fuel Check Meter (Precision Fuel Testing G-01 Fuel Analyzer, Kavlico FT-K01 Fuel Tester, Digatron DT-47FT fuel tester or Digatron FT-64 fuel tester). The 0 (zero) calibration of the SCCA Fuel Check Meter is set against reagent or laboratory grade cyclohexane. Gasoline may be tested and certified at SCCA events by the determination of the dielectric constant using the SCCA Fuel Check meter and through the application of various chemical analyses. If a competitor's fuel is not compliant with the fuel standards below, the Race Director or Chief Steward shall take appropriate action (Chief Steward's Action or Request for Action). In addition, fuel may be subject to laboratory testing.

If a car is required to run diesel fuel, it will be noted on its specification line. Diesel fuels must have a dielectric constant between 2.2 and 4.9 (G-01 or FTK-01) or between 24 and 55 (DT-47FT or FT-64). Diesel fuels are subject to the same restrictions on prohibited substances as gasoline.

Only entrants, drivers, or race officials may protest the fuel in any car to determine compliance with the provisions of these fuel rules. In addition to the standard protest fee, a bond shall be collected from the protestor and the driver or entrant of the protested car. The bond covers the cost of laboratory testing of the fuel sample(s) and transportation costs. The laboratory testing shall be limited to determining the presence of any prohibited substance in excess of the allowed amount. If the test is negative, the protestor's bond will be used to pay the laboratory fees and transportation. If the test is positive (any banned substance present in excess of the stated limits), the protested driver's or entrant's bond will be used to pay the laboratory fees and transportation costs. The unused bond will be returned. In the case of a CSA or RFA resulting in laboratory testing, the organizing Region shall take the role of the protestor. If the laboratory results show that the protested fuel is non-compliant, the Chief Steward or the SOM shall assess appropriate penalties.

The amount of each bond is \$250.

Fuel Standards		
Classes	Type	DC max
All other classes	Gasoline with or without added oil	G-01 or FTK-01: 15 DT-47FT or FT-64: 166

The use of nitrous oxide and/or propylene oxide is prohibited. The use of any substance in the following table in excess of the stated limit is prohibited either in fuel or otherwise introduced into the engine.

Chemical Compounds Prohibited or Restricted in SCCA Race Fuels		
Compounds	Examples	Maximum Weight or Percentage By Weight Allowed
Total Aldehydes	Acetaldehyde, Acrolein, Formaldehyde	1.0%
Benzene		0.75%
3,3-dimethyl-1-butene		0.05%
Total ethers except MTBE	1,4 Dioxane, Furan, Tetrahydrofuran	0.05%
MTBE		3.0%
Total Dienes(Diolefins)	1,3 Butadiene, Isoprene	1.0%
Ethanol		10.0%
Total Epoxides	Ethylene oxide, Propylene oxide	0.05%
Methanol		1.0%
Total Metals (elemental,non-lead)	Manganese (e.g.,MMT), Boron, Chromium	0.05 gm/gal
Total Lead (elemental)	Lead (e.g.,TML, TEL)	8.0 gm/gal
Total Nitrogen Compounds	Nitromethane, Nitroethane, Nitropropane, and all aromatic nitrogen compounds such as Nitrobenzene, Ammonia, Amines and their salts, Aniline, Hydrazine, Pyridine, Pyrrole, Benzidine	0.05%
Styrene		1.0%
Total Sulfur Compounds	Dimethylsulfoxide, Thiophene	0.05%

9. Cars and Equipment

B. Fuel Sample Acquisition

All cars shall be equipped with an accessible sampling port/valve/device located in a fuel line between the fuel tank or fuel cell and the carburetors or fuel injection system or in an unused carburetor port to allow safe acquisition of a fuel sample. If possible, the port/valve/device should be located outside the engine compartment. The sampling port/ valve/device will be installed and used by the competitor to obtain the sample without fuel leaking, spraying or squirting. Siphoning of fuel directly from the fuel tank or fuel cell or removing a hose or line is not allowed.

Competitors whose cars are equipped with a factory fuel pressure test port or who have factory fuel pressure test equipment available are not required to have an additional fuel sampling port, providing the test port is accessible and the competitor obtains the sample without fuel leaking, spraying or squirting.

Competitors will provide all the necessary and appropriate tools to obtain a fuel sample.

A tech observer and manned fire extinguisher will be at the car at the time the sample is taken and the competitor will name the fuel brand and type for notation on the fuel sample bottle label.

9.3.26. FUEL CELL SPECIFICATIONS

All cars must be equipped with a safety fuel cell complying with these specifications, except for Touring, B-Spec, C-Spec, Spec Miata, Spec MX-5, Improved Touring, American Sedan restricted prep, production-based Vintage cars, and cars where the stock fuel tank is located between the axle center lines and within the main chassis structure (i.e., frame rails, etc.). Stock fuel tank must remain in its stock location, or as otherwise specified in the GCR. All safety fuel bladders shall be constructed and certified in accordance with the FIA FT-3 or higher (FT-3.5, FT-5, etc.) or SFI 28.3 specifications. Fuel cells do not time out and have no expiration date. Alternatively, safety fuel cells shall be constructed in accordance with FIA FT-3 or higher or SFI 28.3 specifications and tested to those requirements by an independent facility as witnessed and certified by a Professional Engineer. The results of these tests shall be submitted to the Road Racing department for inclusion on a list of approved suppliers. All safety fuel cells shall consist of a foam-filled fuel bladder enclosed in a metal container at minimum.

There is no restriction of fuel cell capacity or dimensions of the fuel cell, except where otherwise specified.

The installation of more than one cell is permitted.

1. Installation

Internal body panels may be modified to accommodate the installation of fuel cells as long as modifications serve no other purpose. If installation includes encroachment into the driver's compartment, a metal bulkhead must prevent exposure of the driver to the fuel cell. The fuel cell must not be installed any closer to the ground than 6 inches, unless enclosed within the bodywork or OEM floor pan.

- a. There must be a metal bulkhead between the driver/passenger compartment and the compartment containing the fuel cell. This includes fuel cells that are flush mounted with driver/passenger compartment panels or otherwise exposed to the driver/passenger compartment.
- b. Fuel cells must be located within 12 inches of the standard tank. The 12 inch measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted with installation of a safety fuel cell.

2. Container

- a. GT and Production Category
The bladder shall be installed in a container of .036 inch steel, or .059 inch aluminum that fully surrounds the bladder.
- b. Sports Racing Category and Formula Cars
The fuel bladder shall be completely surrounded by a container (which may also be a part of the structure or bodywork of the car) to ensure rigid and secure mounting of the bladder and provide additional protection. A minimum of .036 inch steel, .059 inch aluminum, or an approved equivalent is required for all vehicles.

3. Filler Cap and Vents

A positive locking fuel filler cap (no Monza/flip type) shall be used. Fuel pickup openings and lines, breather vents, and fuel filler lines shall be designed and installed so that if the car is partially or totally inverted, fuel shall not escape. Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.

If the fuel filler cap is located directly on the fuel cell, a check valve is not required, provided the filler cap is a positive locking type and does not use an unchecked breather opening. If the filler cap is not located on the fuel cell, a check valve must be installed on the fuel cell to prevent fuel from escaping if the cap and filler neck are torn from the tank.

Fuel cell breathers, unless otherwise noted, shall vent outside the car. In Formula and Sports Racing cars, fuel cell breathers shall vent outside the cockpit and away from the exhaust but need not vent outside the car.

In Formula and Sports Racing cars registered prior to January 1, 1994, the filler cap and neck are exempt from the bulkhead requirements of 9.3.26.1.a.

Factory installed gas tank evaporative emission control devices must be removed from all Production and GT Category cars. Fuel cell vents must not discharge into the driver/passenger compartments, even if installed that way by the manufacturer. The fuel system cannot vent through the roll bar/roll cage structure.

4. Rotary Molded Cell

The use of rotary molded fuel cells not having a bladder, or not contained in a metal can, is allowable in those cars that do not require the use of a fuel cell, but where they are an allowed option.

5. Fuel Tank Filler Doors

On vehicles where a stock fuel tank is allowed, the unleaded fuel filler trap door and restrictor plate in the filler neck may be removed.

9.3.27. FUEL, OIL, AND WATER LINES

All fuel, oil, and water lines, including gauge and vent lines, that pass into or through the driver/passenger compartment, shall be of steel tube or metal braided hoses or protected by a wall-like bulkhead container (Cool suit lines are exempt). The driver shall not be exposed to header tanks. Heat shielding between fuel/oil lines and fuel/oil filters and exhaust components is strongly recommended.

9.3.28. HAND CONTROLS

Hand controls are permitted.

9.3.29. IDENTIFICATION MARKINGS

Each car must carry identification markings per the sections listed below; and any markings required by the Supplemental Regulations.

A. Numbers and Class *Identifications*

Numbers shall be placed on the front and both sides of the car so that they are legible. All closed-wheel cars must have the front number located on the hood. All Formula cars with a rear wing must have legible numbers on each rear wing end plate. Numbers may be one, two, or three digits. Three digit numbers must begin with the number "1" and must meet the approval of the Chief of Timing and Scoring. Class identifications must be placed on both sides of the car so that they are legible. Rear numbers and class identifications are recommended. Cars running in multiple classes must clearly identify which class and weight they are running. The numeral "1" will be exclusively reserved for the current national champion in each class for Conference Majors/Super Tour events. The numeral "1" will be reserved until the end of the period for submitting advanced or pre-event entries, and then will be released. If two or more national champions are entered in the same run group, the first to enter will have preference. Duplicate car numbers within the same run group are prohibited. See also GCR section 6.4.1.A.

B. Size of Numbers and Class *Identifications*

Numbers must be at least 8 inches high, with a 1.5 inch stroke on a solid contrasting background (rear-winged Formula cars must have as large a number as possible on their rear wing end plates). Metallic (reflective) numbers and class letters are prohibited. The distance between two numbers must be at least as wide as the stroke of the numbers. Front and side numbers must be surrounded by 6 inches of contrasting background free of all other graphics. If multiple digits are used, each number digit must be the same color. Cars with illegible numbers may not be scored. The Chief of Timing and Scoring and the Race Director/Chief Steward will determine legibility of markings. Class identifications must be at least 4 inches high, with a 1/2 inch stroke on a solid contrasting background.

C. *Legibility*

Legibility of numbers and class identifications will be determined by the Chief of Timing and Scoring in conjunction with the Race Director/Chief Steward. Requests for changes will be communicated to the driver through the Race Director/Chief Steward. Various methods of communication may be utilized and will be considered as having been delivered to the entrant. If no improvement is made after two notifications to the entrant, a request will be made to note a non-compliant number in the vehicle logbook. This regulation overrides all class or spec line rules, regulations, and standards

D. SCCA Logo

Each driver's suit shall display one of the SCCA logos shown in figure 2. It is preferred that the logo be placed on the upper right side of the driver's suit (see figure 3). Each car competing in an event shall display the official SCCA field logo (see figures 4 and 5) unobstructed and prominently on both sides of the car and adjacent to the side numbers. A third logo shall be displayed on the front of the car unobstructed and prominently near the front number. The logo shall be on the spoiler of cars so equipped. Logos and decals of sanctioning bodies other than SCCA shall be removed or covered (car and driver's suit). Vintage cars when participating in vintage events may use the four (4) inch diameter "SCCA Wire Wheel" in place of the current field logo.

E. Displaying Minimum Weight and Restrictor Size Type

Except for classes in which there is only 1 required minimum weight (e.g., ASR, ESR, FE, FE2, FS, FST, FV, SRF, SRF3), all cars shall display the correct minimum weight specified in the current GCR in a manner that is clearly legible to the scrutineers at the scales. Cars that are run in more than one class must display the correct minimum weight for each class so that it is clear which weight applies to each class.

9. Cars and Equipment

Any car required to run a restrictor must display the restrictor size and type in a manner that is clearly legible to the scrutineers. If the car also displays a minimum weight, it is recommended that the restrictor information be located near the displayed minimum weight. GT2 cars must show displacement, weight, restrictor size and rule set.

F. Disability Identification

If the driver will need assistance getting out of their car, the Mobility & Impairment decal (Figure 1), available in the online store or by calling Member Services, shall be displayed on the driver's door on closed wheel cars and adjacent to the master switch on formula and sports racer type cars.

Figure 1
Mobility and Impairment Decal



Figure 2
Official SCCA Logo

SCCA patches for purchase are only available in the monochrome versions shown below.

You can purchase SCCA required stickers and patches through your [SCCA Member Account Portal \(MAP\)](#)

Variations of the SCCA approved logotype may be used in accordance to the logotype graphic standard found at <https://www.scca.com/pages/graphic-standards>



Item # 3618
White Patch/Black Letters
(4.5 x 1.75")



Item # 3619
Black Patch/White Letters
(4.5 x 1.75")



(3.5 x 1.0")

Figure 3
SCCA Uniform Patch

(Preferred Right Hand Side in the red shaded area)

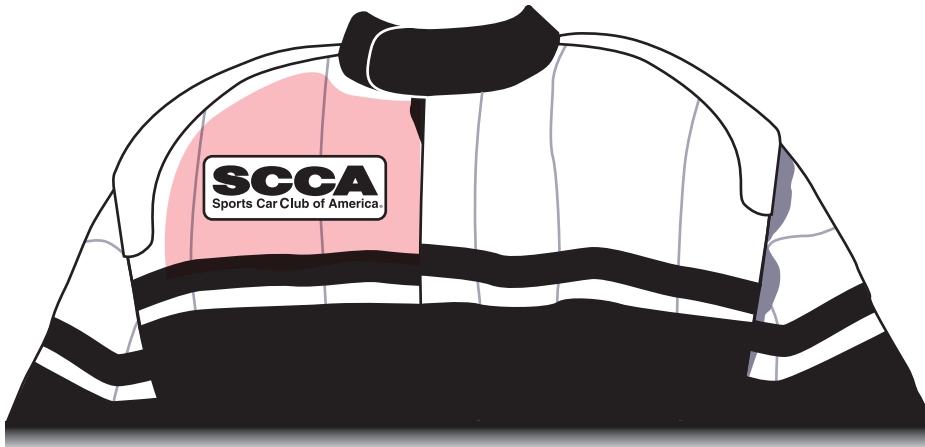
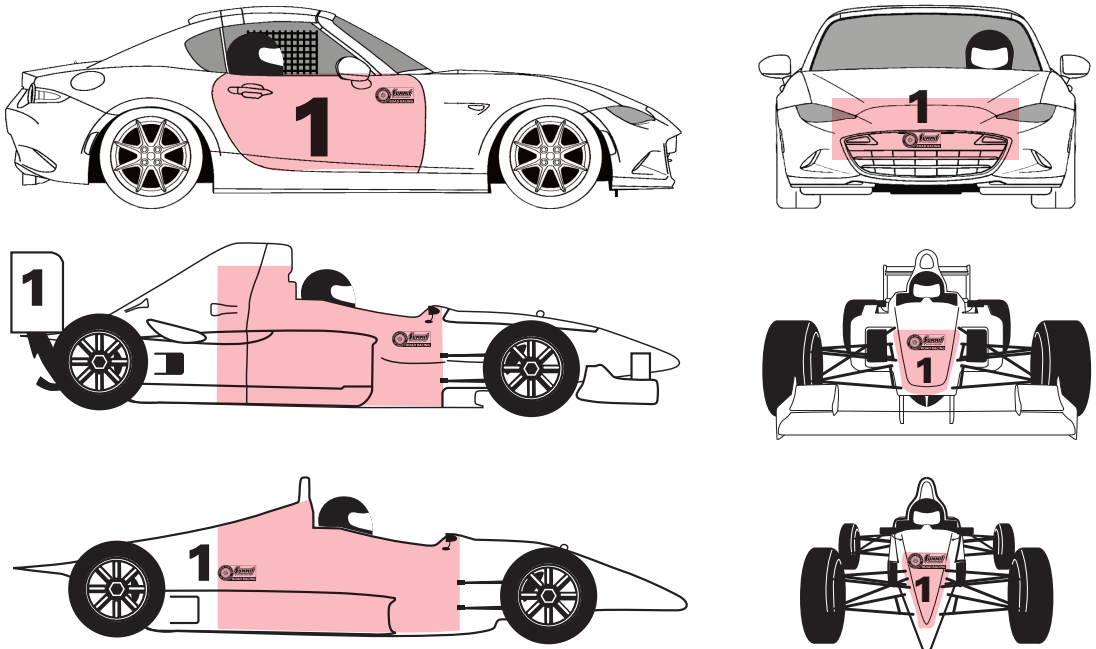


Figure 4
Required Decal



Shaded Areas below indicate preferred locations on the sides and front.



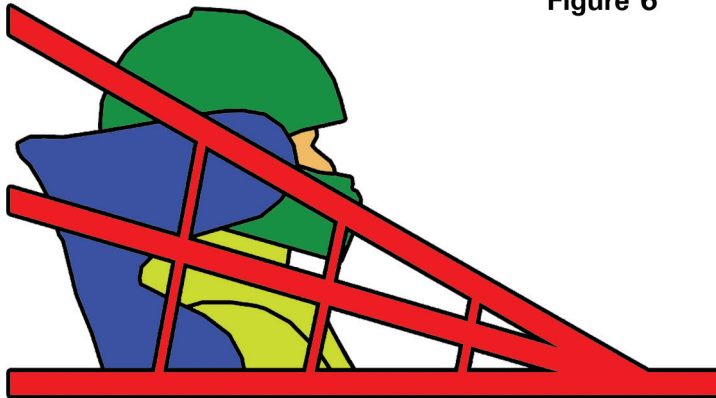
9.3.30. IN-CAR FLAGGING SYSTEM

1. All cars competing in SCCA Hoosier Super Tour events and the Runoffs must have a functioning *Flagtronics* FT200 or FT-RD unit that provides visual notification of changing course conditions to the driver while on track at all times. Driver notification may be made through the FT200 or FT-RD display or through the car's dash via an FT200 CAN Bus connection. The unique ID number of the Flagtronics unit must be provided to the SCCA during the event registration process or as defined by the event supplemental regulations.
2. *It is recommended that the Flagtronics unit be mounted in view of the forward-facing camera in a location where the buttons are within the driver's reach while belted in the normal driving position to allow the driver to respond to messages from Race Control in the event of an impact that triggers the Flagtronics impact alert.*
3. *Missing Flagtronics units will be considered non-compliant. Non-operational Flagtronics units may be considered non-compliant.*

9.3.31 INSIDE NET

An inside net running between the main roll hoop and the dash is recommended for all production-based cars and two-seater Sports Racing cars (see figure 6). It is recommended that the lower strand of the net pass the shoulder and run horizontally from the cage to the dash. The upper strand should pass the Cg of the helmet in the side view. The net should run parallel to the center of the car in plain view and be as close to the seat as possible. It is recommended that the net be tensioned tightly and have a way to quickly disconnect it in case the driver needs to exit through the car in an emergency. Metal collars, or some other equivalent method, should be used to keep the strands of the net from moving along the roll cage. If possible, the recommended mounting method is to wrap the net strands around the back of the seat and attach them to the main hoop upright. However, teams should consult the net manufacturer to verify their recommended method of mounting.

Figure 6



9.3.32. LEAKAGE AND CAPS

There shall be no visible fluid leaks.

9.3.33. LIGHTS

A. BRAKE LIGHTS

All non-Formula cars shall have two operating red brake lights.

B. RAIN LIGHTS

All cars must be equipped with rain light(s) clearly visible from the rear. The rain light(s) must be turned on when directed by the Race Director or Chief Steward.

1. Cars competing in classes other than Formula (open wheel) and Sports Racing classes must use the original equipment taillights, the red rain light described in 9.3.33.B.2, or both. Light assemblies may perform both rain and brake light functions provided they have two distinct illumination levels. The rain light described in 9.3.33.B.2, if used, must not strobe on cars other than Formula or Sports Racing cars.
2. A red rain light meeting FIA Standard 8874-2019, Technical List No. 76, is required on all Formula (open wheel) and Sports Racing cars. This light must be mounted approximately on the centerline of the car. Cars competing in classes other than Formula and Sports Racing classes may use either a rain light meeting FIA Standard 8874-2019, Technical List No. 76, or a Super Bright LEDs Inc. P/N PT-STRB-R24 rain light if desired. The rain light may strobe only on Formula and Sports Racing cars.

C. Exposed glass headlights shall be taped. Rear brake lights may be taped with transparent tape. Turn signals, front parking lights, backup lamps, and side marker lights may be taped or painted. Lights mounted on or below the bumper shall be removed, and all resulting holes shall be covered to prevent air passage through said holes. Lights mounted within the bumper may be removed or covered and any resulting holes shall be covered to prevent air passage through said holes.

9.3.34. LOSS OF BODYWORK

All major body components such as front and rear hoods, fenders, doors, and windscreens shall be maintained in normal position throughout the competition. If loss of bodywork is a safety hazard, the car may be black-flagged. A car completing a competition with bodywork missing may be penalized.

9.3.35. MASTER SWITCH

All cars, except Touring, B-Spec and C-Spec, shall be equipped with a master switch easily accessible from outside the car. Spec Racer Fords (SRF/SRF3) shall be wired per RFSRII. The master switch shall be installed directly in either battery cable and shall cut all electrical circuits but not an on-board fire system. All terminals of the master switch shall be insulated to prevent shorting out. It shall be clearly marked by the international marking of a spark in a blue triangle and mounted in a standard location. Off position shall be clearly indicated at the master switch location. The standard locations shall be as follows:



**Kill Switch
Item #2606**

- A. Formula and Sports Racing Cars—In proximity to the right-hand member of the roll bar, but in a location so that it cannot be operated accidentally. It can be mounted on a bracket welded to the inside of the upright member or mounted so that the operating lever or knob is outside of the body panel immediately in-board of the upright member. This is the standard location on Formula cars built to the Constructor's Association requirements for Formula 1.
- B. Closed Sports Racing Cars, Production Cars, Improved Touring and GT Cars—In front of the windshield on either the cowl or on top of the fender, but close enough to the windshield to be accessible if the car is overturned. Alternatively, it may be mounted below the center of the rear window or on a bracket welded, clamped or bolted to the roll cage or dash, easily accessible through the open window. (Drilling of holes in roll cage to attach the bracket is prohibited.)
- C. Open Production, GT, and Improved Touring Cars—May exercise a choice among the above locations.
- D. Cars using a lithium-ion battery must display the green and black Lithium Battery decal near the kill switch. Cars without a kill switch (Touring, B-Spec and C-Spec) using lithium-ion batteries must display the green and black decal on the top of the driver side door near the window opening. Small lithium-ion batteries that power auxiliary devices within the vehicle (radios, cameras, data acquisition, etc.) do not require the decal to be displayed on the vehicle.



Note: Decal can be purchased through my.scca.com.

9.3.36. MIRRORS

Mirrors shall provide driver visibility to the rear of both sides of the car.

9.3.37. NON-METALLIC WHEEL/CHASSIS CONSTRUCTION

Non-metallic wheel construction is prohibited. Non-metallic chassis construction is prohibited, except in ASR, P, FS and FA. New chassis of non-metallic composite construction shall be proven to meet FIA specifications for non-metallic composite chassis prior to being submitted to the SCCA for homologation. Contact the SCCA national office for a list of the relevant FIA specifications/SCCA requirements.

9.3.38. OIL AND OIL ADDITIVES

Any oil or oil additive may be used. Oil additives are defined as: Any liquid or particulate compound(s) delivered into the engine via the engine oil for the purpose of friction/temperature reduction, and/or metal surface conditioning (i.e. PTFE resins (Teflon, "Slick-50"), Molybdenum Disulfide, etc.).

9.3.39. OIL CATCH TANKS, FILTERS, AND BREATHERS

Oil holding tanks and engine breathers, whether directly or indirectly ventilating the crankcase, and all transmission/transaxle breathers shall be equipped with oil catch tanks. The oil catch tank may also serve as the coolant catch tank. Minimum catch tank capacity shall be one U.S. quart for the engine, transmission/transaxle, and cooling system. Oil holding tanks and oil filters may be mounted in the driver/passenger compartment.

9.3.40. ROLL CAGE/ROLL BAR

Shall comply with Section 9.4., Driver Protection Structures.

9.3.41. SCATTERSHIELDS/CHAIN GUARDS

The installation of scattershields or explosion-proof bell housings shall be required on all cars (except Spec Miata, Touring, B-Spec, C-Spec, and Improved Touring) where the failure of the clutch or flywheel could create a hazard to the driver. Chain drive cars shall be fitted with a protective case/shield to retain the chain in case of failure.

Minimum material specifications are:

- .125 inch SAE 4130 alloy steel
- .250 inch mild steel plate
- .250 inch aluminum alloy

NHRA or SFI approved flexible shields.

9.3.42. SEALED ENGINES AND TRANSMISSIONS

Race cars with sealed engines and/or transmissions are not subject to tear down either through post-race inspection or mechanical protest if:

- 1. The car engine and/or transmission units have each been homologated as a unit (engine and transmission are separate units) by an SCCA-recognized organization, manufacturer, or sanctioning body.*
- 2. The competitor has provided dated documentation from the homologating organization, manufacturer, or sanctioning body to identify the seals and their unaltered condition.*
- 3. The seals are in their original location and unaltered condition.*

Competitors who cannot meet all three of these criteria are subject to tear down in post-race impound and mechanical protest. Competitors who refuse to comply with a tear down are subject to penalties, including disqualification.

9.3.43. SEATS

The driver's seat shall be a one-piece bucket-type seat and shall be securely mounted, so as to provide fore/aft and lateral support. Passenger seat back, if a folding seat, shall be securely bolted or strapped in place.

Mounting structures for racing seats may attach to the floor, cage and or center tunnel. Seat mounting points forward of the main hoop, between the center line of the car and the driver's side door bar and rearward of the front edge of the seat bottom are not considered cage attachment points in classes with limitations on the number of attachments.

A system of head rest to prevent whiplash and rebound, and also to prevent the driver's head from striking the underside of the main hoop shall be installed on all vehicles. Racing seats with integral headrests satisfy this requirement.

The head rest on non-integral seats shall have a minimum area of 36 square inches and be padded with a minimum of one inch thick padding. It is strongly recommended that padding meet SFI spec 45.2 or FIA Sports Car Head Rest Material. The head rest shall be capable of withstanding a force of two-hundred (200) lbs. in a rearward direction. The head rest support shall be such that it continues rearward or upward from the top edge in a way that the driver's helmet can not hook over the pad.

A passenger seat meeting all the specs of the driver's seat may be installed in the front passenger seat position. The seat may not be occupied during SCCA racing events.

9.3.44. STEERING WHEEL LOCKS

Steering wheel lock devices shall be removed or disabled (except Touring).

9.3.45. STEERING WHEELS

Wood rim steering wheels are prohibited.

9.3.46. SUSPENSION AND STEERING

Suspension and steering shall be of suitable design and in good working order. Four wheel steering is prohibited. Unless specifically permitted, non-metallic suspension control arms, locating links, toe/steering links and pushrods are prohibited.

9.3.47. TIRES

Tires shall be 124 ("U") mph rated or better unless otherwise specified or controlled.

In the Improved Touring, Super Touring, American Sedan, Spec Miata, B-Spec, C-Spec and Touring categories, any U rated, or better, DOT approved tire is required. Re-grooving of DOT tires by any method is not permitted once the tire has left the manufacturer. Grooving or re-grooving of non-DOT tires is permitted unless otherwise stated in class-specific rules. Recapping of tires is not permitted in any class. Tire size is unrestricted unless otherwise stated in class-specific rules. The only modifications allowed to DOT tires are having treads "shaved" or "trued."

9.3.48. TIRE

The use of tire warmers or cooling methods other than natural air convection or conduction is prohibited.

9.3.49. TONNEAU AND BOOT COVERS

Tonneau covers and boot covers shall be removed.

9.3.50. TOWING EYES

All cars with the exception of Formula and Sports Racing Category classes must have a towing eye or strap, front and rear, that does not dangerously protrude from the bodywork when the car is racing, to be used for flat towing or hauling the vehicle. Towing straps or folding towing eyes must be used when the towing point is in the area of the front or rear bumper. Rigid, OEM-style protruding towing eyes that screw or bolt into bumper covers are prohibited. Towing eyes or straps must be easily accessible without removal or manipulation of bodywork or other panels. The minimum ID of the towing eye is 2 inches. The required towing eyes or strap must be strong enough to tow the car from a hazard such as a gravel trap.

The front tow eye may be mounted at any location forward of the windshield, and a hole may be cut in the bodywork for the sole purpose of clearing a protruding tow eye.

Open top cars may use their exposed roll bar for towing purposes. Closed top cars may mount the front tow eye in the driver/passenger side window openings, but it must be attached to the forward roll cage down tube as close to the base of the windshield as possible, and there shall be one on each side of the car. A removable towing eye carried inside the car is not acceptable, except in Formula and Sports Racing cars. In addition, for Formula and Sports Racing cars, if the main hoop is faired in, the fairing shall have access holes to allow the insertion of a bar or strap to allow the car to be lifted by a wrecker.

Rear tow eyes must be accessible rearward of the rear axle centerline.

9.3.51. VENTILATION

Holes for ventilation in quarter or rear windows on Production or GT cars are not allowed, unless specified in PCS or GTCS, respectively.

9.3.52. WEIGHT

All cars shall meet or exceed the minimum weight specified with driver, exactly as they come off the race circuit, at the conclusion of any race or qualifying session

9.3.53. WHEEL FANS

Wheel fans are permitted, unless otherwise restricted.

9.3.54. WHEEL RIM WIDTH

Wheel rim width shall be measured at the base of the bead seat.

9.3.55. WINDOWS

Windows must be clear or uncolored, except in Production, Super Touring, and Touring if no factory or after-market clear windows are available. Officials may require the replacement of windows that are considered a safety hazard. Factory (OEM Manufacturer) and FIA GT3/GT4, race prepared cars with fixed Lexan front door windows may race with windows as delivered and noted on the Spec Line. All other closed cars must run with both front door windows fully open.

9.3.56. WINDOW SAFETY NETS

Window safety nets must be used on the driver's side window of all closed cars unless these are factory (OEM manufacturer) and FIA GT3/GT4 race prepared cars with fixed Lexan front door windows as noted on a Specification Line. All window nets must meet SFI Specification 27.1., and must bear an "SFI Spec 27.1., Label" to that effect. Alternatively, window nets that meet the requirements of FIA J253.11 may be used. Competitors must provide proof of meeting the FIA standard, either via certification or physical measurement. Window nets do not time out irrespective of SFI expiration date. The window net must be equipped with a quick release device and when released it must fall down, thus not having to be flipped up on the roof. Nets must be attached to the roll cage; plastic buckles, cable ties, hose clamps, and elastic cords are not permitted. Holes in the roll cage to accommodate either support rod are unacceptable unless bushed and welded completely. Refer to figures 7 and 8, "Proper Window Net Installation," for additional information on mounting methods. Closed cockpit Sports Racing cars may use arm restraints in lieu of a window net. Legends Cars are not required to have a window net.

Figure 7

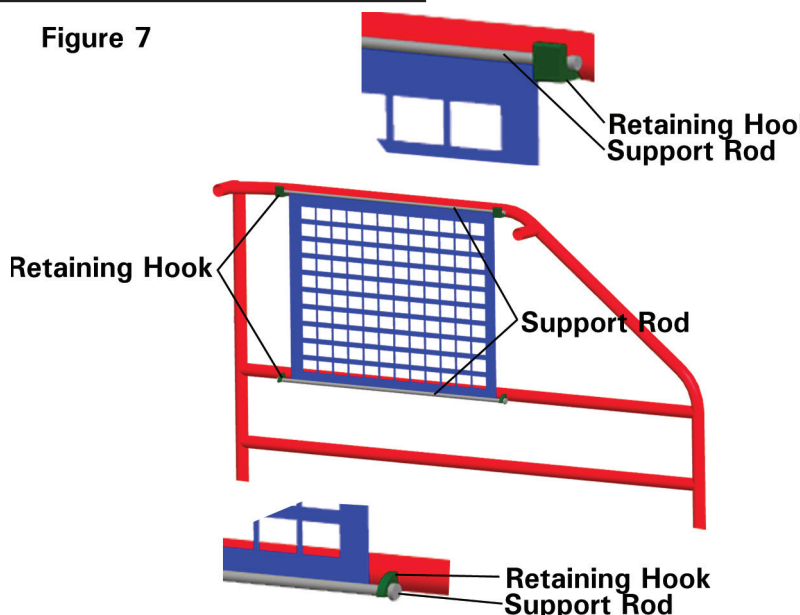
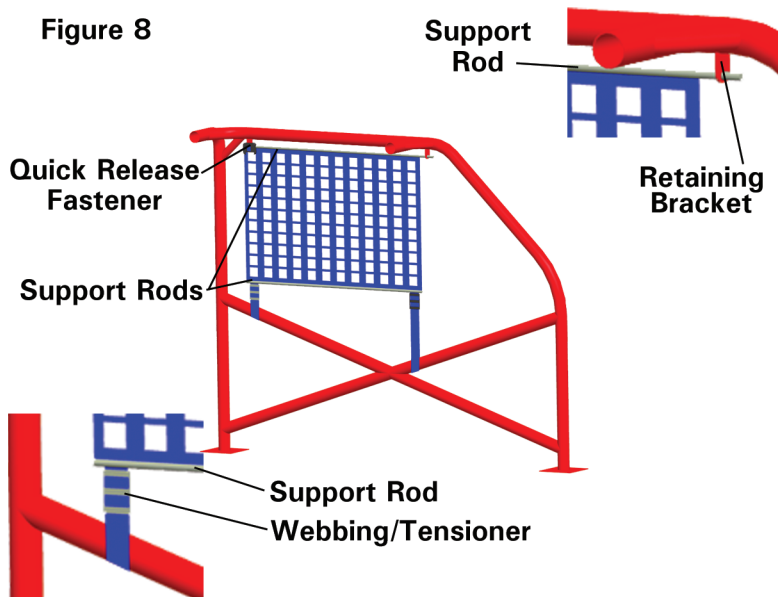


Figure 8



9.3.57. WINDSHIELDS/WINDSHIELD CLIPS/REAR WINDOW STRAPS

Polycarbonate windshields such as Lexan are allowed except in Improved Touring, American Sedan, B-Spec, C-Spec, Spec Miata, T2, T3, and T4. Alternate windshields must be of 6mm minimum thickness. Officials may require the replacement of any windshield that is considered a safety hazard.

Windshield safety clips and rear window safety straps are required on all closed cars, except on American Sedan, B-Spec, C-Spec, Spec Miata, Touring, Improved Touring, and Super Touring, where they are optional. Alternatively, no clips or straps are required if polycarbonate windshields and rear windows are securely bolted to the frame. No clips or straps are required if bonded-glass factory windshields and/or rear windows are attached to chassis per original specifications (i.e., glass-bonding adhesive).

3 clips (3 inch x 1 inch x 1/8 inch) shall be bolted or riveted to the body at the top of the windshield.

2 clips (3 inch x 1 inch x 1/8 inch) shall be bolted or riveted to the cowl and extend over the bottom edge of the windshield. Clips shall be spaced a minimum of 12 inches apart.

It is recommended that 3 – 1 inch wide strips of steel or aluminum be installed behind the windshield to support it from collapsing inwards if it becomes damaged. The rear window shall be secured with 2 metal straps (1 inch wide x 1/8 inch thick) bolted or riveted to the body at the top and bottom of the rear window.

9.4. ROLL CAGES FOR GT AND PRODUCTION BASED CARS

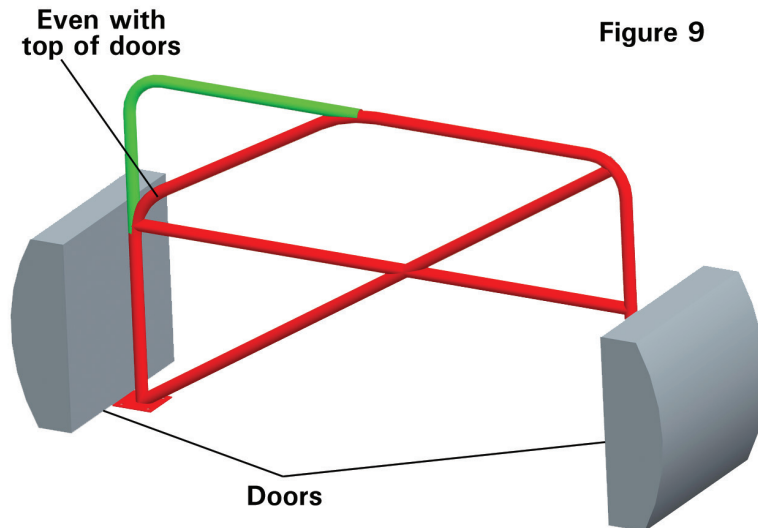
All cars must utilize a roll cage compliant with the following specifications. These specifications apply to all vehicles registered (issued an SCCA logbook) after 1/1/08. Cars registered before 1/1/08 may continue to compete with their previous roll cage as specified in Appendix I or comply with the following specifications. Cars registered as Production class cars prior to 1/1/08 may continue to use their existing roll cage per Appendix J or comply with the following specifications.

A. DEFINITION

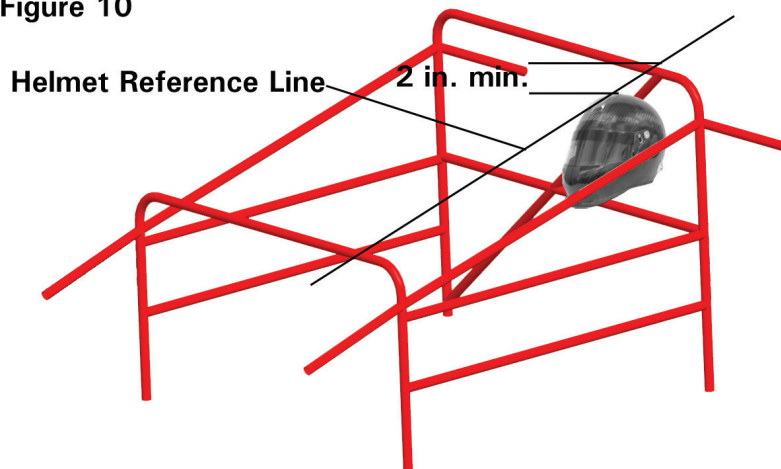
The roll cage consists of the main hoop, front hoop, side protection, and braces as specified in these rules.

B. MAIN HOOP

1. The main hoop (behind the driver) must be the full width of the cockpit for all cars. It must be one continuous length of tubing with smooth bends and no evidence of crimping or wall failure. The main hoop must maintain a single plane.
 - a. On all closed cars, the main hoop must be as close as possible to the roof and "B" pillars.
 - b. Open cars without the windshield frame may use an asymmetric main hoop. The main hoop must be full width to the passenger side of the car. On the passenger side of the car the hoop must be at least as high as the top of the rear corner of the door as illustrated in figure 9.



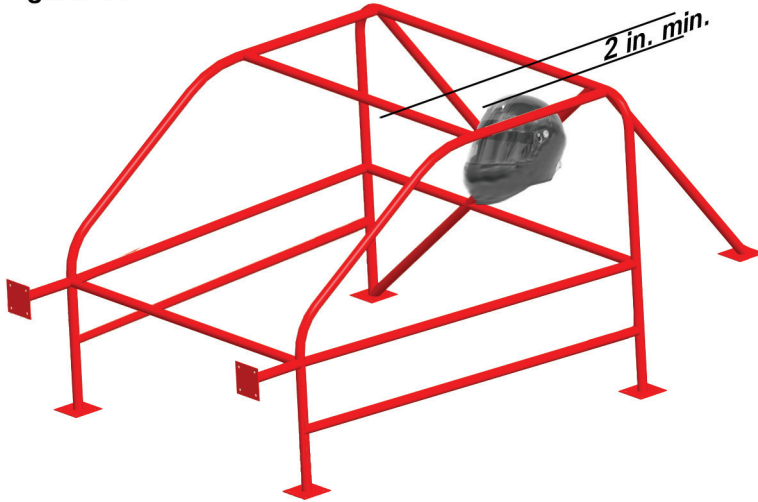
The main hoop must be high enough that a straight line drawn from the top of the main hoop to the top of the front hoop would pass over the driver's helmet and steering wheel when the driver is seated in the normal driving position. Additionally, the top of the main hoop must be at least 2 inches above the driver's helmet as illustrated in figure 10.

Figure 10

9. Cars and Equipment

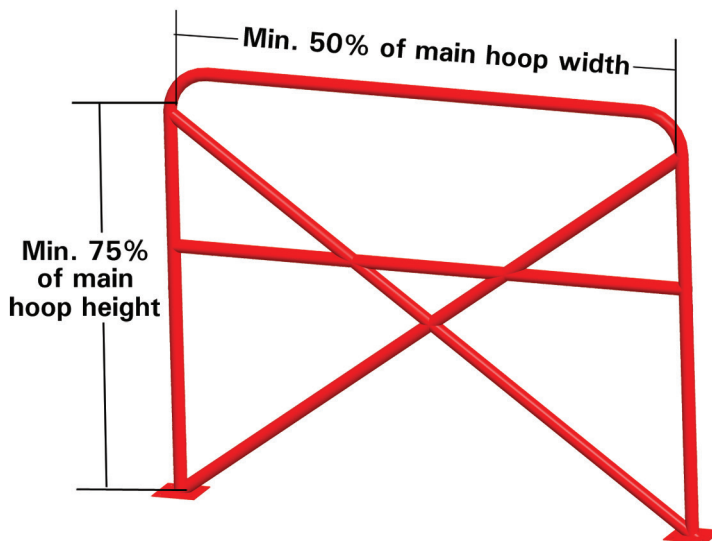
- c. On open cars retaining the windshield frame the main hoop must be full height for the entire width of the hoop. The top of the main hoop must be at least 2 inches above the driver's helmet as illustrated in figure 11.

Figure 11



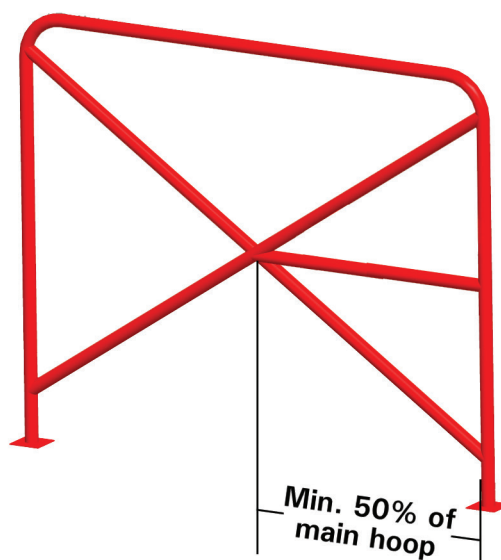
2. Main Hoop Bracing
- a. Main hoops shall incorporate a diagonal brace. The brace shall either be in the plane of the main hoop, or extend from the top of one rear brace (described in 9.4.B.2.c) to the bottom of the opposite rear brace. Automobiles with mid mounted engines can have the lower mounting point attach to the frame of the automobile within six inches of the main hoop. In the case of braces in the plane of the main hoop, the brace must span at least 50% of the width of the main hoop, and at least 75% of the height of the main hoop as shown in figure 12.

Figure 12



- b. Cars must incorporate a main hoop horizontal brace at the approximate level of the driver's shoulders but not lower than the shoulder belt mounting point as described in section 9.3. Driver's Restraint Systems. If a double-diagonal "X" brace is used in the plane of the main hoop, a half-width horizontal brace may be used behind the driver's seat to mount the seat back and shoulder harness as shown in figure 13.

Figure 13



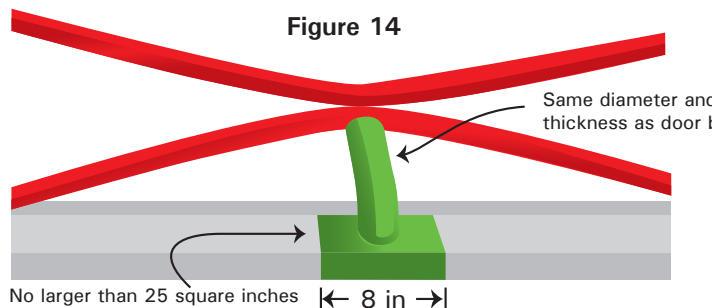
- c. Cars must have 2 braces extending to the rear from the main hoop and attaching to the frame or chassis. Braces must be attached as near as possible to the top of the main hoop (not more than 6 inches below the top), and at an included angle of at least 30 degrees.
- d. Open cars must have 2 braces extending forward from the main hoop and attaching to the front hoop, not more than 6 inches below the top of the front and main hoop. It is recommended that the front and rear braces attach to the main hoop as close as possible to each other.
- e. On cars where the rear window/bulkhead prohibits the installation of rear braces (e.g. Honda del Sol), the main hoop shall be attached to the body by plates welded to the cage and bolted to the stock shoulder harness mounting points. This installation design must incorporate a diagonal bar connecting the top of the main hoop to the lower front passenger side mounting point (Petty Bar). Alternatively, the rear window may be removed and a clear, lexan replacement installed. The rear cage braces may pass through this replacement window and through the engine cover or bodywork to allow connection to the frame or unibody. Such allowances shall be noted on the car's specification line.

C. FRONT HOOP

1. Roll cages may be of two designs, low front hoop or high front hoop. All closed top cars and cars that retain the windshield frame must have a high front hoop design. Open cars may incorporate a high or low front hoop design. High front hoop are also referred to as side hoops.
 - a. Closed cars
The front hoop (side hoop) must follow the line of the A-pillars to the top of the windshield and be connected by horizontal bars to the top of the main hoop on each side (as close to the roof as possible). Instead of a single front hoop, two side hoops (down tubes) may be used. Alternatively, a top "halo" hoop following the roof line from the main hoop to the windshield with forward down tubes following the A-pillars to the floor may be used. Regardless of which one of the two approved tubing configurations there shall be a tube connecting the two A-pillar tubes at the top of the windshield.
 - b. Open cars
The height of the front hoop (per section 9.4.B.1.b) must be consistent across the full width of the cockpit.
 - c. Front Hoop Bracing
All open cars with a high front hoop and all closed cars except those competing in the T4, Improved Touring, Spec Miata, B-Spec, and C-Spec classes must incorporate a horizontal front hoop brace at the approximate level of the dashboard. It is recommended that cars competing in T4, Improved Touring, and Spec Miata classes also have the front hoop brace.
2. One tube must extend, from each front down tube, forward to the firewall or through the firewall except in vehicles in Improved Touring, Spec Miata, Touring, and B-Spec, and C-Spec. This tube, one on each side, must connect to the chassis at a point not more than 12 inches forward of the front axle centerline.

D. ROLL CAGE ATTACHING POINTS AND SIDE PROTECTION

1. Improved Touring, Spec Miata, B-Spec, and C-Spec. –The roll cage must attach to the vehicle structure within the passenger compartment through the six 9.4.A. required points only, unless otherwise allowed. The roll cage may not pass through any structural member, including the firewall, except Miata rear main hoop braces may pass through the package tray.
2. All other classes–There is no limit on cage attachment points. The roll cage must be integrated into the frame or chassis. T2, T3 and T4 classes –The roll cage must attach to the vehicle structure within the passenger compartment in a minimum of 6 points and a maximum of 8 points, maximum of 12 points for T2, as specified in these rules. T2 and T3 only - Up to an additional 6 mounting points may be used with a 100# pound penalty. These include, but are not limited to, A-Pillar, B-Pillar, Roof, Rocker, but may not extend past the firewall. The roll cage may not pass through any structural member, including the firewall, except Miata rear main hoop braces may pass through the package tray
3. Mounting Plates
 - a. Mounting plates welded to the structure of the car must be at least .080 inches thick and no more than 0.25 inches thick. The maximum area of each mounting plate in the Improved Touring, Spec Miata, and Touring classes is 144 square inches. Plates may be on multiple planes but shall not be greater than 15 inches on any side.
 - b. The thickness of mounting plates bolted or riveted to the structure of the car must not be less than the thickness of the roll hoop or brace that they attach to the chassis, and must be backed up with a plate of equal size and thickness on the opposite side of the chassis panel. The maximum area of each mounting plate is 144 square inches. Plates may be on multiple planes but cannot be greater than 15 inches on any side.
 - c. Fasteners for bolted or riveted mounting plates must be Grade 5/Metric 8.8 or better with a minimum diameter of 5/16" inches.
4. Side Protection
 - a. Two side tubes connecting the front and main hoops across both door openings are mandatory. Tubes that are welded to any part of the same mounting plate are considered to be connected to one another (see 9.4.E.3). NASCAR-style side protection or one bar bisecting another to form an "X" is permitted. Door side tubes may extend into the front door. In Improved Touring, Spec Miata, Touring, and B-Spec and C-Spec, the door window glass, window operating mechanism, inner door trim panel, armrest, map pockets, wiring harnesses for door locks, windows, power mirrors, seat wiring, etc., and inside door latch/lock operating mechanism may be removed and the inner door structural panel may be modified but not removed if the door bars extend into the door cavity.
 - b. The stock outside door latch/lock operating mechanism must not be removed or modified unless specifically authorized in the category rules.
 - c. Removal or modification of stock side impact beams is prohibited in all categories except Production and GT unless specifically authorized in the category rules.
 - d. Cars competing in Improved Touring, Spec Miata, T4, B-Spec, and C-Spec may additionally extend one tube per side from the door bars down to the rocker panel. (Figure 14) The attachment point may be no larger than 25 square inches and no longer than 8 inches in any direction. The tube must not exceed door bar diameter and thickness. The attachment points must be approximately centered longitudinally in the door openings.



5. Cars competing in Improved Touring, Spec Miata, Touring, B-Spec, and C-Spec may additionally extend one tube, from each front down tube, forward to the firewall, bulkhead or wheel well, but not penetrating any panel.

F. TUBING

1. Seamless or DOM mild steel tubing (SAE 1020 or 1025 recommended) or alloy steel tubing (SAE 4130 or T45) , or Docol R8 tubing must be used for all roll cage structures. Alloy and mild steel tubing may not be mixed. ERW tubing is not allowed.
2. The following table shows the minimum allowed tubing outer diameter and wall thickness by vehicle weight:

Vehicle Weight	Tubing Size (inches) (outer diameter x wall thickness)
Up to 1700 lbs	1.375 x .080
1701 - 2699 lbs	1.500 x .095 1.625 x .080
2700-3999	1.50 x .120 1.750 x .095 2.00 x .080
4000 lbs. and up	1.75 x .120 2.00 x .095

3. For purposes of determining tubing sizes, the vehicle weight is as raced without driver, fuel and ballast. The minus tolerance for wall thickness should not be less than .010" below the nominal thickness.
4. The required tubing elements must meet the material minimums set forth above. Optional tubing elements may be any size.
5. The minus variance of tubing wall thickness due to manufacturing tolerances is limited to .010 inch.
6. Either an inspection hole between 3/16 and 1/4 inch diameter must be drilled in a non-critical area of the front and rear hoops, as well as one of the supplemental braces to facilitate verification of wall thickness; or alternatively, wall thickness may be determined by non-invasive means and noted in the logbook as inspected by such means.

G. BASIC DESIGN CONSIDERATIONS

1. All portions of the roll cage subject to contact by the driver must be padded. Padding either must be a minimum 1 inch of material or must meet or exceed SFI 45.1 or FIA 8857-2001 (curved padding), or SFI 45.2 or FIA sports car head rest material (flat padding). Padding that meets SFI/FIA specifications is recommended.
2. No portion of the roll cage shall have an aerodynamic effect by creating a vertical force.
3. The radius of all bends in the roll cage (measured at centerline of tubing) must not be less than 3 times the diameter of the tubing.
4. It is recommended that all joints of the roll cage be welded. All welding must include full penetration, no cold lap, no surface porosity, no crater porosity, no cracks, no whiskers, and so forth. Welds shall be continuous around the entire tubular structure. Procedures for welding alloy steel shall be in accordance with accepted industry practice. It is recommended that a certified AWS D1.1 welder do all welding.
5. It is recommended that gussets be used at all joints. In Improved Touring, and Spec Miata a maximum of 2 gussets per joint are allowed and must be no thicker than .125".
6. Any number of additional tube elements is permitted within the boundaries of the cage structure. Such tube elements may pass through any mandatory or optional bulkhead or panel separating the driver/passenger compartment from the trunk/cargo area/fuel tank/fuel cell area provided the bulkhead is sealed around such tube elements.
7. Removable roll cage bracing is acceptable in one of the following configurations:
 - a. If one tube fits inside another tube to facilitate removal, the removable portion must fit tightly and must bottom by design, and at least 2 bolts must be used to secure each joint. The telescoping section must be at least 8 inches long. The minimum bolt diameter is 3/8 inch.
 - b. Removable bracing may incorporate connectors of the double-lug, double ear-type, tapered, or muff-type as shown in figures 15 and 16. The double-lug type must include a doubler, gusset, or capping arrangement to avoid distortion or excessive strain caused by welding. Double ear-type joints must be fully welded at all the mating surfaces.

Figure 15

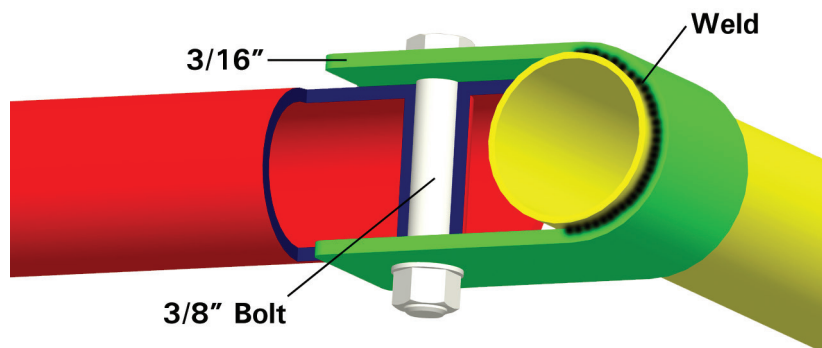
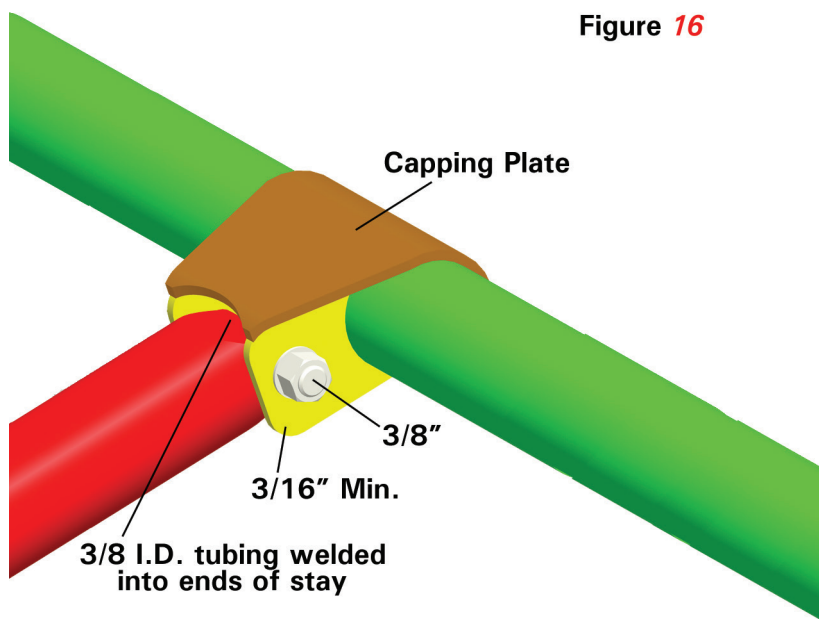


Figure 16



8. MANUFACTURER SUPPLIED/FIA/MSA HOMOLOGATED ROLL CAGES

1. Cars may compete with FIA or FIA-Approved Test Houses homologated cages provided the cage was built by the manufacturer or a manufacturer designated shop/team and approved for use. Cars must have the FIA identification plate attached to the cage along with a letter from SCCA Technical Services certifying the origins of the car, or confirmation that the cage was certified by an FIA-Approved Test House.
2. Cars may compete with an approved Motorsport UK Roll Over Protection System Certificate. All related engineering drawings and documents shall be submitted to SCCA Technical Services. Cars must have MSA identification plate attached to the cage along with a letter from SCCA Technical Services certifying the cage was approved by the MSA.

9.4.5. ROLL CAGES FOR FORMULA CARS AND SPORTS RACING CARS

All Formula and Sports Racing automobiles are required to have full roll cages. Cage may be of two designs, low front hoop (top of steering wheel) or high front hoop (equal to rear hoop) but with no diagonal brace. 2 seat Sports Racing cars shall have full cockpit width cages. All tube frame automobiles shall have both front and rear hoops formed of tubing per 9.4.5.E.4. On automobiles of full monocoque construction, a fabricated sheet metal front hoop structure may be approved upon specific application to the SCCA. Closed cockpit Sports Racing car cages may be constructed in accordance with 9.4 ROLL CAGES FOR GT AND PRODUCTION BASED CARS. All Formula car and Sports Racing car roll cage tubing specifications must meet the current GCR specifications, effective 1/1/98.

A. Main Hoop

The main hoop shall be constructed of tubing per 9.4.5.E.4. The minimum bend radius shall not be less than 3 times the tube diameter measured from the tube centerline. The main hoop shall not be less than 2 inches above the driver's helmet, seated normally and restrained by seat belt/shoulder harness. A straight line drawn from the top of the main hoop to the top of the front hoop shall pass over the driver's helmet. On Formula cars and single seat Sports Racing cars the vertical members of the main hoop shall not be less than 15 inches apart (inside dimension) at their attachment to the chassis. If the hoop does not go to the belly pan, proper gussets and tube triangulation shall be used under its attachment. On monocoque chassis the main hoop shall be welded to mounting plates not less than .080" thick. It is important that these plates be attached to the chassis in such a way as to spread the loads over a wide area. There shall be a plate of equal thickness on the inside of the monocoque with solid rivets or bolts (5/16" minimum bolt diameter) through the non-ferrous metal and/or composite material.

B. Front Hoop

Low front hoops must be no lower than the top of the steering wheel. It is recommended the hoop extend to the belly pan. If not, it shall be attached to the chassis with gussets and triangulation in order to spread the loads. In automobiles of full height (top of the steering wheel) monocoque or composite construction, a steel cap plate, not less than .080" thick must be attached as a rub block.

C. Roll Cage Bracing

1. The main hoop must have 2 forward braces extending from the hoop and attached to the frame, monocoque, or front hoop. Braces must be attached as near as possible to the top of the hoop but must not be more than 6 inches below the top and at an included angle of at least 30 degrees. If these braces do not extend to the front hoop, an additional brace or gusset (14 gauge - .078" minimum thickness) must be installed between the lower frame rail and the upper frame rail at the point of attachment of the forward hoop brace. If these braces do not extend to the front hoop, an additional brace or gusset must be installed at the point of attachment to the main rear hoop or lower frame rail or other major frame member in such a manner as to reinforce the attachment point to help prevent collapse of the frame rail at the point of attachment. These tubes shall be 1" x .080" minimum and gussets shall be 14 gauge - .078" minimum thickness.

Two (2) seat Sports Racing cars with full width main hoops must incorporate a lateral brace to prevent lateral distortion of the of the hoop (See figure 12). All bracing on full width cages must be the same diameter and wall thickness as the main hoop. Formula and single seat Sports Racing cars under 1500 lbs. may use bracing with a minimum dimension of 1.0" diameter by .080" wall thickness or Chromoly 4130 , or Docol R8 tubing 1.0" diameter by .065" wall thickness. F600 cars up to 900 pounds may use 1020 DOM mild steel roll cage bracing with a 1.0" diameter by .065 wall thickness. Braces attached to monocoque chassis must be welded to plates not less than .080" thick and backed up on the inner side by plates of equal thickness using bolts of Grade 5/Metric 8.8 or better with 5/16" minimum diameter.

2. The front hoop must have 2 braces near its top extending forward to protect the driver's legs. It is recommended that this bracing extend to the bulkhead in front of the driver's feet; but in any case it must be integrated into the chassis to provide substantial support for the front hoop. Full width front hoop bracing shall be a minimum dimension of 1.0" diameter by .080" wall thickness tubing.

Formula and single seat Sports Racing cars under 1500 lbs., may use tubing with a minimum dimension of 1.0" diameter by .080" wall thickness or Chromoly 4130 , or Docol R8 tubing 1.0" diameter by .065" wall thickness. F600 cars up to 900 pounds may use 1020 DOM mild steel roll cage bracing with a 1.0" diameter by .065 wall thickness. When monocoque construction is used as bracing for the front hoop, it must be approved on an individual basis. If a high front hoop is used, it must be similar in shape to the rear hoop and have two horizontal tubes connecting the top of the front hoop to the top of the main hoop. The bracing for the main hoop remains the same.

3. Removable bracing must incorporate connectors of the double-lug, tapered, or muff-type as shown in figures 14, and 15. The double-lug type must include a doubler, gusset, or capping arrangement so as to avoid distortion or excessive strain caused by welding.

D. Composite Chassis Safety Structures

1. The basic purpose of safety structures is to protect the driver. This purpose is the primary design consideration.
2. All cars must have at least 2 roll over structures, but the use of titanium is prohibited.

The first roll over structure must be in front of the steering wheel, not more than 25cm forward of the steering wheel rim, and at least as high as the top of the steering wheel rim.

The second roll over structure must not be less than 50cm behind the first. It must be high enough for a line extending from the top of the front structure to the top of the rear structure to pass over the driver's helmet when they are seated normally in the car with their helmet on and the seat belt fastened. This second structure behind the seat must be symmetrical about the lengthwise centerline of the car and comply with the following dimensions: The top of the roll bar must be at least 2 inches

(5cm) above the driver's helmet when the driver is seated in a normal driving position. No second roll structure on a composite chassis will be considered unless it contains a main hoop having a minimum tubing size of 1.375" x .080" wall thickness. Supplemental braces must have a minimum tubing size of 1.00" x .080" wall thickness.

The roll bar must be capable of withstanding the following stress loading applied simultaneously to the top of the roll bar:

- 1.5 (X) laterally
- 5.5 (X) longitudinally in either direction
- 7.5 (X) vertically

where (X) = the minimum weight of the car.

The induced loads must be carried over into the primary structure of the chassis.

The ability of the roll bar to bear and distribute the load through the chassis must be demonstrated satisfactorily in test conditions to the SCCA. In conjunction with SCCA, manufacturers of cars utilizing carbon fiber composite survival cell construction will be required to designate repair locations capable of proper evaluation and damage repair. In the event of damage to the chassis, repairs can only be made at these locations.

Proper documentation must be made in the vehicle logbook. No car will be allowed to compete after damage without following this procedure.

E. Basic Design Considerations

1. The basic purpose of the roll cage is to protect the driver if the car turns over, runs into an obstacle such as a guardrail or catch fence, or is struck by another car. It shall be designed to withstand compression forces from the weight of the car coming down on the rollover structure and to take fore/aft and lateral loads resulting from the car skidding along on its rollover structure.
2. No portion of the roll cage shall have an aerodynamic effect by creating a vertical force.
3. Roll cage or chassis design shall prevent engine intrusion into the driver compartment.
4. Material:
 - a. Seamless, or DOM (Drawn Over Mandrel) mild steel tubing (SAE 1010, 1020, 1025) or equivalent, or alloy steel tubing (SAE, 4130 or T45), or Docol R8 tubing shall be used for all roll cage structures. Proof of use of alloy steel is the responsibility of the entrant.
 - b. Minimum tubing sizes for all required roll cage elements (All dimensions in inches):

Vehicle Weight	Tubing Size (inches) (outer diameter x wall thickness)
Up to 1700 lbs.	1.375 x 0.080
1701-2699 lbs.	1.50 x 0.095 or 1.625 x 0.080
Over 2699 lbs.	1.50 x .120 1.75 x 0.095 2.00 x .080

- c. For purposes of determining tubing sizes, the vehicle weight is as raced without driver, fuel and ballast. The minus tolerance for wall thickness should not be less than .010" below the nominal thickness.
 - d. Either an inspection hole at least 3/16 inch diameter, but no greater than 1/4 inch diameter shall be drilled in a non-critical area of the front and rear hoop as well as the one of the supplemental braces to facilitate verification of wall thickness; or alternatively, wall thickness may be determined by non-invasive means and noted in the logbook as inspected by such means. Formula Cars and Sports Racing cars with alternate roll structures are not required to have inspection holes, the wall thickness will be indicated on the back of the homologation certificate.
5. One continuous length of tubing shall be used for the main hoop member with smooth continuous bends and no evidence of crimping or wall failure. The radius of bends in the roll cage hoop (measured at centerline of tubing) shall not be less than 3 times the diameter of the tubing. Whenever possible, the roll cage hoop should start from the floor of the car, and, in the case of tube frame construction, be attached to the chassis tubes by means of gussets or sheet metal webs with support tubes beneath the joints to distribute the loads. It is recommended that gussets be used.
6. All welding must include full penetration, no cold lap, no surface porosity, no crater porosity, no cracks, no whiskers, and so forth. Welds shall be continuous around the entire tubular structure. Procedures for welding alloy steel shall be in accordance with accepted industry practice. It is recommended that a certified AWS D1.1 welder do all welding.

7. Aluminum bronze or silicon bronze welding technique is permitted, but extreme care shall be used in preparation of parts before bronze welding and in the design of the attaching joints.
8. Forward braces and portions of the main hoop subject to contact by the driver's helmet (as seated normally and restrained by seatbelt/shoulder harness) shall be padded with a non-resilient material with a minimum thickness of 1/2 inch. Padding meeting SFI spec 45.1 or FIA 8857-2001 is strongly recommended.
9. Cars may compete with FIA homologated cages provided the cage was built by the manufacturer or a manufacturer-designated shop/team and approved for use.
10. Single seat cars may compete with an approved Motorsport UK National Single Seater Roll Structure Certificate. All related engineering drawings and documents shall be submitted to SCCA Technical Services with the homologation request. SCCA homologation will only be approved for designs that incorporate a main hoop having a minimum tubing size of 34mm x 2mm wall thickness.

F. Exceptions for Formula Cars and Sports Racing cars

Any roll hoop design which does not comply with the specifications in 9.4.5, will only be considered if it is accompanied by engineering specifications signed by a registered engineer stating that the design meets the stress loading requirements below. No alternate roll hoop will be considered unless it contains a main hoop having a minimum tubing size of 1.375" x .080" wall thickness. The roll bar must be capable of withstanding the following stress loading applied simultaneously to the top of the roll bar: 1.5 (X) laterally, 5.5 (X) longitudinally in both the fore and aft directions, and 7.5 (X) vertically, where (X) = the minimum weight of the car.

G. Front Impact Attenuation

1. All formula cars registered or homologated with SCCA as of 1/1/1986 must have a front impact attenuation device meeting at least one of the following criteria:
 - a. An FIA-approved front impact attenuation structure.
 - b. A metallic structure, securely attached to the front bulkhead, with a minimum cross section of 200 sq cm (31 sq in.), 40 cm (15.75 in.) forward of the clutch and brake pedals (not depressed), constructed of a minimum of 18 gauge 6061-T4 or equivalent aluminum.
 A non-metallic composite structure, securely attached to the front bulkhead or incorporated into the nose piece, with a minimum cross section of 200 sq cm (31 sq. in.), 40 cm (15.75 in.) forward of the clutch and brake pedals (not depressed), constructed of a minimum of 6 mm stabilized (e.g., honey-comb) material with inner and outer reinforcements of a minimum of 2 5-ounce laminate material (fiberglass, carbon, Kevlar, and so on).
2. Formula Vee and other formula cars using the VW sedan H-beam front suspension must satisfy the requirements of section 9.1.1.C.3.A.10 or use any of the structures listed in 9.4.5.G.1.
3. Formula Mazda cars may use the spec front wing support as a front crush structure, or any of the structures listed in G.1 above.
4. Radiators may be incorporated in impact attenuation structures.
5. Composite impact attenuation structures may incorporate carbon and/or kevlar regardless of any class restrictions on materials.
6. Rear impact attenuation structures are strongly recommended for all formula cars, and may incorporate the materials and/or construction techniques listed above for front impact attenuation structures.
7. Pre-1986 formula cars and all Sports Racing cars are strongly urged to use front and rear impact attenuation structures, and may incorporate the materials and/or construction techniques for front impact attenuation structures listed above.

H. Cockpit Safety Barriers (CSBs)

Any cage or device shaped as a wishbone or otherwise that is affixed to the Main Hoop and a low Front Hoop must comply with FIA Standard 8869-2018 (Technical List n62) and must be affixed only to chassis/tubs that have been certified by the FIA for installation of such devices. CSBs that are not FIA-approved may be considered by SCCA's Technical Department on a case-by-case basis following development and adoption of crashworthiness standards.

1. Radical Motorsport Cockpit Safety Structure is allowed for use on those cars that Radical Motorsport has approved it for.
2. FRush Auto Works Trident equipped chassis may be issued a homologation certificate.

APPENDIX A. ADMINISTRATIVE GLOSSARY

The following nomenclature, definitions, and abbreviations shall be used in the GCR, all Supplemental Regulations and Entry Forms, and for general use.

When used throughout the SCCA Road Racing Program, the GCR, and all event related material, the following terms and abbreviation will be defined as indicated.

1. Federation Internationale de l'Automobile (FIA)

The International Federation of National Automobile Clubs.

2. Code Sportif Internationale of the FIA (The Code)

The International Sporting Code. FIA listed events sanctioned by the SCCA are also governed by The Code.

3. National Sporting Authority (ASN)

A national governing body of automobile competitions recognized by the FIA.

4. Automobile Competition Committee for the United States FIA, Inc. (ACCUS FIA)

The ASN of the United States of America.

The Automobile Competition Committee for the United States (ACCUS) is recognized by the FIA as the ASN (National Sporting Authority) of the USA. Under the terms of the International Sporting Code of the FIA, ACCUS is the sole authority for the control of international automobile competition in the USA, its territories, and protectorates.

5. Club Racing Board

The SCCA Club Racing Board (CRB) establishes rules, specifications, and standards for competition vehicles, as well as for scheduling, organization, conduct, and supervision of Road Racing programs and the licensing of drivers and officials. The CRB supervises the execution of these rules and standards. The Club Racing Board shall work in concert with the Road Racing Department to ensure such rules and procedures mesh smoothly to the benefit of the program and the participants.

The CRB may appoint Advisory Committees to assist in reviewing member requests for rules development and changes to individual vehicle specifications, and to solicit and make recommendations to the CRB based on their research and knowledge. Advisory Committee members serve at the discretion of the CRB and the Board of Directors.

6. SCCA Divisions

Geographic segments of the SCCA, established to facilitate administering SCCA policies, competitions, events and the GCR under the direction of the CRB and its Advisory Committees.

7. Executive Steward

The individual appointed by the Board of Directors in each SCCA Division to supervise and administer SCCA policies and standards for all Road Racing events.

8. Car (Automobile)

A self propelled land vehicle running on 4 wheels which are not in a line and which must be in contact with the ground. At least 2 wheels affect the steering and at least 2 the propulsion.

9. Class

A group of cars, classified according to the provisions of the GCR.

10. Category

A combination of similar classes of cars.

11. Competition

A contest for driver and car, given a competitive nature by publication of results. Practice and qualifying for starting positions are included in the term "competition". A competition may also be referred to as a "race".

12. Event

An entire program of competitions. Also known as a "race event" or "race weekend". This term includes all sessions run under a single, or multiple sanction numbers. A race weekend is defined as a calendar period of consecutive days. Multiple events run in the same calendar period will be considered one race weekend.

13. Speed Event

A program of competitions when there is more one car on the course at a time, cars are driven at maximum speeds, and a high level of driver and vehicle safety equipment is essential. See also "competition", "sanction", and "event".

14. Non-Speed Event

An event in which the hazards do not exceed those encountered in legal travel on public roads, and which therefore do not require drivers to hold Competition Licenses.

15. Sanction

The documentary authority, granted by the SCCA, to organize and hold a competition. This term also is used to describe the event organized under a single sanction number, which is evidence of that documentary authority.

16. Session

A session begins when the first race car in the Race Group exits the grid onto the racing surface and ends when the last running race car exits the racing surface. If the session is a race, see 6.10.3.A. for time limits.

17. Supplemental Regulations

Event regulations that establish the additional ground rules of competition and that are consistent with the GCR. See 3.5.

18. Driver

A person named as the driver of a car in any competition. Also, any person who drives a race car in any competition whether or not properly registered, entered, or named as the driver.

19. Entrant

A regular SCCA member who submits an entry to compete in an SCCA Road Racing event. The entrant may also be the driver. If the entrant is not also the driver, the entrant has the same rights and responsibilities as the driver except that they may not drive the competition vehicle on course nor may they substitute for the driver in an SOM or Court of Appeals hearing.

20. Participant

A PARTICIPANT is one who has been permitted to compete, officiate, observe, work for, or participate in any way at an SCCA sanctioned event AND/OR permitted to enter, for any purpose, any restricted area.

21. SCCA Conferences

Geographic segments of the SCCA established for the purpose of hosting U.S. Majors Tour events that result in Conference Championships.

22. Region of Record

A driver may belong to an unlimited number of Regions. One shall be designated as their Region of Record.

23. Division of Record

A driver's Division is determined by their designated Region of Record recorded in the membership files at the National Office.

24. Endurance Race

A competition that allows multiple drivers in the same car, is meant to test the durability of equipment, endurance of participants, and will include a minimum of one mandatory pit stop.

25. Sprint Race

A competition that is limited to a single driver in a car.

26. Penalty Definitions

The following penalties will be reflected in the membership record for as long as any points associated with those penalties are valid.

- a) **Reprimand** – A formal rebuke that an action or behavior is unacceptable.
- b) **Probation** – A penalty against a specific privilege(s) (e.g., competition license, specialty license) authorized by SCCA which requires observation for a specified amount of time and/or completion of a specific set of conditions. When a probation penalty is applied, a Membership – Probationary License form will be issued and used during the probationary period.
- c) **Suspension** – A penalty against a specific privilege(s) (e.g., competition license, specialty license) authorized by SCCA which temporarily removes one's ability to participate for a specified amount of time (e.g., 30 days, 6 months, 12 months.) Suspension and/or termination of overall membership including all privileges is reserved to the National Board of Directors.

27. Racing Surface

For the conduct of all competitions (practice, qualifying, or race), the racing surface is defined as only the paved racetrack or as defined in the supplemental regulations for an event.

APPENDIX B. ORGANIZATIONAL AND ADMINISTRATIVE PROCEDURES FOR EVENTS

This section contains administrative procedures and information for members and race organizers. This section mandates certain actions, but it may not be protested or appealed.

1. ORGANIZING EVENTS

1.1. SCHEDULING

1.1.1. Divisional Scheduling Representative

The Executive Steward of each Division will appoint a Divisional Scheduling Representative who will:

- A. Work with the Regions to prepare a race schedule for the following calendar year for all events to be conducted within their Division, including potential U.S. Majors Tour dates. All U.S. Majors Tour dates *must be submitted to the Head of Road Racing no later than November 1. U.S. Majors Tour dates must be approved* by the Head of Road Racing before being listed on the calendar.
- B. *Submit all scheduled Region events in their Division into the online Event Sanctioning Dashboard in the Member Account Portal (MAP) for inclusion on the SCCA.com calendar. Event records must include accurate dates, locations, host Regions, and program types, and should be submitted no later than December 1.*
- C. Submit a copy of the final racing schedule for their Division to the Manager of Road Racing and to the Chair of the Club Racing Board, the Regional Executives of all Regions in their Division, and to the Scheduling Representatives of the other Divisions no later than December 1st.

The Scheduling Representative must be appointed in sufficient time to assure that the Race Schedule is completed and filed with the National Office no later than December 1.

1.1.2. Scheduling Policies and Procedures

- A. The Division's race schedule encompasses all road race activities, *listed in GCR section 3, as well as Race Experience events.*
- B. Alternative Drivers' Schools (3.1.3.C) and Racing Experience Sessions are not required to appear on Divisional Schedules, but must be sanctioned.
- C. No U.S. Majors Tour events may be scheduled for a weekend that is less than two weeks prior to the start of the *first Runoffs qualifying day.*

1.2. POSTPONING OR CANCELLING EVENTS

All or part of an event may be postponed or cancelled under the following conditions:

- A. Provision is made in the Supplemental Regulations for the event, or
- B. The SOM order that all or part of the event be postponed or cancelled for reasons of safety or forces beyond their control.
 1. Postponement. After consulting with the organizing Region, the SOM may postpone the classes not afforded the opportunity to race (as opposed to practice or qualify), provided a scheduled date is available at the same facility within the same competition year. The postponed races shall be run under the original sanction number.
 2. Cancellation.
 - A. An entire event (all classes, all sessions) postponed for more than 24 hours is considered cancelled, and entry fees shall be returned. If an event is cancelled during the competition, then the entry fees shall be prorated and a reasonable portion of the entry fee shall be returned.
 - B. If drivers have participated in on-track sessions prior to the cancellation of their race sessions, they will be given credit for a start, and regions may award drivers' points according to their qualifying position. If a race is started and cancelled before halfway time or laps, then only race starters will be awarded points based on qualifying position.
 3. Credit for Start. If an entire event is cancelled (all classes, all sessions), there shall be no credit for a start. If a race is postponed, the competitors have the option of either competing in the *postponed* race, or receiving a prorated refund and being classified as DNS for that race, provided they have participated in a practice session or are shown on the qualifying results for that race.

1.3. SANCTIONING EVENTS

- A. Organizers of SCCA sanctioned races may be the SCCA or one or more SCCA Regions, designating one (1) primary host region.
- B. The SCCA name and emblem (logo) may be used only with events sanctioned by SCCA.
- C. The National Office will issue a sanction within 5 business days from date of receiving the completed sanction application.

1.3.1. Applying for an SCCA Sanction

Regions should submit sanction applications at least 90 days before the event date. A rush service fee will automatically apply to Road Racing sanction applications submitted or remaining incomplete within 45 days of the scheduled event date. All applications must be submitted with the following materials:

- A. *Completion of the online Event Sanction Process in the Member Account Portal (MAP).*
- B. *Entry Form (if paper registration is permitted.)*
- C. *Supplemental Regulations*
- D. *Event Schedule*

1.3.2. Sanction Requirements

In addition to the items listed in App B.1.3.1, the following conditions must be met before a sanction number can be issued:

- A. The race event is listed on the official SCCA calendar.
- B. SCCA has approved the course for Road Racing.
- C. The organizer owes no event related fees for prior events. See App B.1.6 for information about event fees.
- D. *Online Event Page Requirement*
Each region is required to maintain an online event page for every sanctioned event, which may be hosted on the registration platform. The page must clearly direct participants to the complete and current version of the entire Supplemental Regulations containing all information required under Appendix B Section 1.4.1. The event page itself does not need to duplicate the content of the Supplemental Regulations, but must include, at a minimum, the event name, date(s), location, participant eligibility and eligible classes. The page must be published at the time the sanction request is submitted and remain accessible through the conclusion of the event.

1.3.3. Sanctioning for Alternative Drivers' Schools

SCCA Regions wishing to hold a Drivers' School using the Alternative Driving School method *must complete the online Event Sanction Process through the Member Account Portal (MAP) and submit all required materials no less than 10 days prior the scheduled school date. Required materials include:*

- A. *Completion of the online Sanction Application Form in MAP*
- B. *Name(s) of approved Instructor(s)*
- C. *Dates of on-track observation activity*
- D. *Approval by the Divisional Executive Steward or a designee.*

1.3.4 Courses

The words "course" and "circuit" and "track" are considered interchangeable for the purpose of these rules.

1.3.4.1. Types of SCCA Course Approval

SCCA must approve any course for a Road Racing event. For a particular track, the SCCA may:

- A. Limit the types of events.
- B. Restrict the number of cars which may be started simultaneously or in total.
- C. Restrict the number of entries which may be accepted for an event.
- D. Restrict the classes and categories of cars.
- E. Restrict the license grades of drivers.
- F. Disapprove the course for all SCCA speed events.

1.3.4.2. Application for an Event on an Unapproved Course

If a Region plans to hold an event at a new course or use a new unapproved, configuration at an existing course, they must contact sanction@scca.com with the full name of the course, physical address, configuration name and length. The Sanction Department will create a pending location record to allow the event to be calendared and a sanction request to be submitted.

The Region is responsible for coordinating with the Divisional Executive Steward to schedule a track review prior to the event. The track review must be completed and approval granted prior to the scheduled event. If the course and/or configuration is not approved, the sanction – whether pending or already issued–may be revoked.

1.4 SUPPLEMENTAL REGULATIONS AND ENTRY FORMS

Organizers may distribute Supplemental Regulations or *accept event registrations prior to receiving an official SCCA sanction for all types of events, except a Super Tour. Submission timelines for required documentation remain in effect. Accepting registrations – whether online or otherwise – is contingent upon final sanction approval and may be subject to withdrawal or modification if the sanction is not granted.*

1.4.1 Required Contents of Supplemental Regulations

Supplemental Regulations *define the specific conditions under which an SCCA event is conducted. These regulations are drafted by the sanctioning Region, and for the U.S. Majors Tour – which include both Conference Majors and Super Tour events—a standardized template is available from the SCCA Road Racing Department.*

Before a sanction for an event can be issued, *any regulations that differ from the General Competition Rules (GCR) must be reviewed and approved by the Divisional Executive Steward or a designee. The Club Racing Board has the right of review and final approval at its discretion.*

For Conference Majors, Supplemental Regulations are drafted by the sanctioning Region and must be reviewed and approved by the Divisional Executive Steward (or designee) and the Head of Road Racing.

For Super Tour events, Supplemental Regulations are drafted by the sanctioning region in coordination with the Super Tour staff and must be reviewed and approved by the Divisional Executive Steward (or designee) and the Head of Road Racing.

The Divisional Executive Steward (or designee) is responsible for uploading the approved Supplemental Regulations and related documents via the online Event Sanction Process in the Member Account Portal (MAP).

Supplemental Regulations must contain the following information for the event:

- A. The name, *of the event location, dates, event category (e.g., Road Racing) and event type (e.g., Regional, Conference Majors, Super Tour).*
- B. Supplemental Regulations must be updated with the sanction number and sanction type immediately *upon issuance.*
- C. Conspicuously placed *statement: “Held under the current SCCA General Competition Rules as amended by Fastrack.”*
- D. *The name and contact information (address, phone and email address) of the organizing Region.*
- E. A complete description of the event, including the course length and types of sessions and races, the *eligible car classes and the race groups (See AppB.1.4.2.) If Regional-Only classes are included in the event, the full ruleset or URL link to the ruleset for each Regional-Only class must be included.*
- F. *A detailed schedule and location of on- and off-track activities, including registration, technical inspections, operating hours of official scales, driver meetings and social functions.*
- G. The name and contact information of the Registrar *or designated entry contact*, closing date for receipt of entries, and amount of the entry fee.
- H. *Instructions for accessing and completing event registration including participant eligibility, links to the online registration platform and waiver process information.*
- I. The names of the Chief Steward and *if applicable* the Chair of the SOM. For Super Tour events, add the Race Director and the Series Administrator.
- J. The *method by which* results will be determined and *how awards and prizes will be distributed.*
- K. The brand and general description of any required spec fuel (e.g., Sunoco 100 octane unleaded), *including availability and purchase instructions.*
- L. All other information necessary for the proper conduct of the event, not already included in the GCR *or the Supplemental Regulations.*
- M. *A statement regarding refunds: A driver who has been on track (turned a wheel) in any sanctioned session of an event is considered to have participated in the event and is not eligible for a refund, unless the event supplemental regulations specifically state otherwise.*
- N. *It is recommended to include the SCCA’s Welcoming Environment Statement at the beginning of the Supplemental Regulations*

1.4.2 Combining Classes into Race Groups

- A. The speed and performance differences among the cars may not be extreme.
- B. Any Formula classes may be combined with *Prototype/Sports Racing* classes.
- C. It is preferable to combine *Prototype/Sports Racing* classes with appropriate Formula classes rather than with Production -based or GT classes.
- D. It is preferable not to combine *Prototype classes*, FA, FC, FE, or FX, with FV, F600 or FF.
- E. SRF/SRF3 may be combined with F *Production*, H *Production*, GTL, or similar small bore production cars.
- F. Formula classes shall not be combined with cars from any other category except *Prototype/Sports Racing*. The only exception is in race groups consisting solely of Vintage/Historic cars.
- G. It is preferable not to combine GT1, AS, T1, T2, T3, and STU with P, P2, SRF, SRF3, FP, HP, or GTL.
- H. Vintage cars may not be grouped with any other type of cars at SCCA Regional or U.S. Majors Tour events but may be combined at Drivers' Schools.
- I. Vintage/Historic sanctioned race groups may include non-vintage classes.

1.4.3 Additional Classes

Organizers may include classes not specified in 9.1, provided the conditions and specifications are clearly outlined or referred to in the Supplemental Regulations. Including those additional classes may not jeopardize the full schedule of sessions for the SCCA recognized classes. *All cars participating in an SCCA-sanctioned event are required to have an SCCA Vehicle Logbook.*

1.4.4 Multiple Types of Competitions on a Single Weekend

It is not generally permitted for race groups from different types of competitions on the same weekend to run simultaneously. *Please contact the SCCA Road Racing Department with questions.*

1.4.5 Required Contents of Entry Forms

Entry forms, whether submitted through an online registration platform or via paper form, must include the following fields and declarations:

- A. *The words: "Held under the current SCCA General Competition Rules as amended by Fastrack."*
- B. *The SCCA sanction number assigned to the event.*
- C. *Space for the full name, address, SCCA membership number, Region of Record, license type, sponsor information, emergency contact, and name of entrant (if assigned) for each driver entering the event.*
- D. *Space for a full description of the car to be entered, including car make and model and car number.*
- E. *Acknowledgment of the following declaration, captured either by a physical signature on a paper form or checkbox confirmation in online registration platforms:*
 - a. *By submitting this entry, I agree to comply with the current SCCA General Competition Rules (GCR) as amended by Fastrack, including all applicable event entry standards, waiver provisions, and media rights policies. I understand that participation in this event requires adherence to these rules and procedures, and I affirm my commitment to upholding SCCA's values and fostering a welcoming, respectful, and inclusive environment throughout the event.*
 - b. *I understand that participation in any capacity in motorsports is dangerous. Known or unknown conditions and situations involving myself or others, including but not limited to vehicle preparation, equipment condition, facility and environment, physical fitness, medical conditions, medications, knowledge, abilities, or skill can cause injury (significant or otherwise) and death. I understand that I cannot participate in the event if I am on medication, or have a medical condition, that impacts my ability to participate. My decision to enter an event in any capacity, and to continue my participation throughout the event, is voluntary and with the knowledge of the above conditions and potential outcomes.*
- F. *Any other information required for the clarification of all other details of the event.*

1.5. ORGANIZER'S ADDITIONAL RESPONSIBILITIES

In addition to the responsibilities listed above, organizers must fulfill the following requirements:

1.5.1. Entry List

An official entry list of *registered participants* must be made available *before the event begins*. *This may be posted digitally via the registration platform or event website. It must be accessible to all participants.*

1.5.2. Results

Organizers must distribute Official Race Results to all participants within 7 days of the event, unless a Court of Appeals decision is pending. Results must be made available by one or more of the following methods:

Printed or photocopied copies at the event

Posted to a shared digital location (e.g., event website, registration platform, or shared drive) accessible to all participants

A copy of the Official Race Results must also be submitted in PDF format to the SCCA Road Racing Department at roadracing@scca.com.

1.5.3. Post-Event Reporting

Organizers are responsible for submitting all required audits and fees to the SCCA National Office within the time limits, specified in Appendix B.1.6.

1.6. RACE EVENT FEES

Organizers are responsible for submitting post-event documentation and ensuring timely payment of all applicable fees. The MyLaps Orbits Backup File and a copy of the Official Race Results in PDF format must be submitted to roadracing@scca.com for all Regional, Conference Majors and Super Tour events. Future sanctions may be withheld for outstanding balances.

The Program Event Fees schedule is available in the Member Account Portal under Member Resources → File Cabinet → Sanction & Audit.

1.6.1. Regional Events

Regional events include all Road Racing events that are not Conference Majors or Super Tour events. For these events, organizers must:

- A. Submit the post-event audit form using the online Event Sanctioning tool in the Member Account Portal within 14 days of the event's conclusion.*
- B. Pay the following fees within 28 days of the event:*
 - a. Event Fee – supports administrative and operational costs of sanction and insurance*
 - b. Volunteer Fee – supports SCCA volunteer worker rewards program*
 - c. Compliance Surcharge Fee – see the Program Event Fees for the current list of compliance classes and associated surcharges*

Late Fees may apply if payments are not received within the specified timeframe.

1.6.2. U.S. Majors Tour Events

The SCCA National Office will invoice the organizing Region based on the Orbits Backup File and Official Race Results for all applicable fees.

- A. Pay the following fees within 28 days of the invoice date.*
 - a. Event Fee*
 - b. Volunteer Fee*
 - c. Compliance Surcharge Fee*
 - d. Super Tour Assessment Fee (for Super Tour events only)*

2. INSURANCE COVERAGES AND LIMITS

2.1. Insurance Requirements

All SCCA sanctioned events must be insured for Event Liability and Participant Accident insurance coverage. General Liability and Participant Accident coverage must be provided by the SCCA Event Insurance Plan.

The Race Director or Chief Steward must delay an event until they are satisfied that the required insurance is in place.

1. OFFICIAL'S LICENSING AND TYPE

- A. Official
- B. Regional
- C. Divisional
- D. National
- E. Senior

1.1. Steward

- A. Steward-in-training
- B. Regional
- C. Divisional
- D. National
- E. Senior

1.2. Licensing Requirements

- A. Only SCCA members may be licensed.
- B. License applications are available from Divisional Specialty Administrators, Regional Licensing Chairs, online at the SCCA official website, and by mail from the SCCA National Office.
- C. Except for the Senior License level, all Licenses are for one year, concurrent with the membership term.
- D. The renewal minimums are stated in each of the Specialty Manuals for which you are licensed.
- E. Anyone not meeting the participation requirements for a license (upgrade or renewal) is advised to contact their Divisional Specialty Administrator, who may waive requirements.
- F. Upgrading to the next level of license is dependent upon the specialty.
- G. License Renewal/Upgrade Forms are mailed automatically to license holders in advance of the expiration of the current License.

1.3. Licensing Minors

- A. The SCCA defines a Minor as an individual between 14 years and the age of majority as determined by the law in the state of the individual's residence (typically 18 years old, but it may vary). A Minor may apply for an SCCA Official's License.
- B. Only the National Office may issue an Official's License to a Minor. In addition to the Specialty License Application, a Minor applicant must submit the following to the National Office:
 - 1. A completed Annual Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement and a completed Minor's Assumption of Risk Acknowledgement (note: forms vary by state and witnessing method). This document must be filed annually until the Minor achieves the age of majority in their state.

2. COMPETITION LICENSES**2.1. Medical Requirements**

- A. Everyone who applies for an SCCA Competition License or Permit must submit a completed SCCA Physician's Examination and Medical History Form, a valid Federal Aviation Authority Class 1, Class 2, or Class 3 Medical Certificate or a completed FAA BasicMed Form (FAA 8700-2 Comprehensive Medical Examination Checklist), or a complete NASA approved Medical Evaluation form. For the purposes of SCCA competition licensing, the term "form" refers to any of these. The form must be submitted every 5 years for applicants ages 14-39; every 3 years for applicants ages 40-49; every 2 years for applicants ages 50-69; and every year for applicants' age 70 and over. The examination date cannot be more than 6 months before the Competition License or Permit application date. A new Form is not required for a 14 year old Novice Permit holder or Novice Permit holder applying for a Full Competition or Vintage License, provided the current Form is within the specified term for the Minor's age group.
- B. An individual may be issued a Novice Permit by a Divisional or Regional Licensing Chair provided there is no medical condition identified on the Form which requires review.
- C. SCCA Physician's Examination and Medical History Forms are available from Regions, from the National Office, and on SCCA's website, www.scca.com.
- D. A competitor who is issued a license under medical waiver must submit the Form annually.

2.2. Credit Towards License

- A. To qualify for renewing or upgrading a license, a competitor must participate in the minimum number of SCCA races specified in Table 1. However, no license credit shall be given for the following:
 - 1. Drivers Schools
 - 2. Races held as part of a Drivers School
 - 3. Events not sanctioned by the SCCA
 - 4. Events resulting in a DNS or DQ from a race. At multi-race events, successful completion of another race(s) is acceptable on the same weekend.
- B. A Full Competition license holder may enter multiple races in an event, but will earn only one license credit for each class raced per weekend. See Table 1 for Vintage License renewal requirements.

2.3. Competition Licensing Requirements

Table 1 below shows the standard licensing requirements and progressions.

2.4. Additional Licensing Information

- A. All 14 Year-Old Novice Permit, Novice Permit and License applications must be signed by the applicant and sent, along with all required paperwork and fees to the address in the front of this rule book.
- B. An applicant for any Permit or License who requests expedited processing is subject to the current special handling fee found on the license application. The special handling fee guarantees a 24 hour business day turn-around and the License is returned via Federal Express.
- C. License Renewal/Upgrade Forms are mailed automatically to Full Competition or Vintage License holders in advance of the expiration of the current License.
- D. An applicant's Divisional Driver Licensing Administrator, or the National Administrator of Driver Licensing, or the Road Racing Department may waive some or all of the participation requirements for issuing or renewing a Full Competition or Vintage License. Anyone not meeting the participation requirements for Full Competition or Vintage License (upgrade or renewal) is advised to contact one of these sources to request a waiver.
- E. In addition to the basic items for each license level and upgrade in the Table 1, please note the following sections, particularly with respect to licensing Minors.

2.5. Licensing Minors

- A. The SCCA defines a Minor as an individual between 14 years and the age of majority as determined by the law in the state of the individual's residence (typically 18 years old, but it may vary).
- B. With the approval of the Divisional Licensing Administrator, only the National Office may issue a Novice Permit to a minor. In addition to the paperwork and fees indicated in Table 1, a Minor applicant must submit the following to the National Office:
 - 1. A completed Annual Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement and a completed Minor's Assumption of Risk Acknowledgement (note: forms vary by state and witnessing method). This document must be filed annually until the Minor achieves the age of majority in the Minor's state.
 - 2. Proof of Age: A photocopy of both sides of the Minor's State Operator's Permit/Driver's License, government issued identification, passport, or birth certificate.
- C. Only the Divisional Licensing Administrator may waive Drivers' School, Full Competition License, or Vintage License participation requirements for a Minor.

2.6. 14 and 15 Year-Old Novice Permits and Licensing

A 14 and 15 Year-Old Novice Permit is a provisional license for young drivers with previous racing experience in karts, quarter-midgets, etc.

- A. Applicants with prior racing experience in karts, quarter-midgets, etc., will be considered for a 14 or 15 Year-Old Novice Permit. Applicants must submit a resume of their prior racing experience that will be evaluated by their Divisional Driver Licensing Administrator. If the Divisional Driver Licensing Administrator is satisfied with the applicant's experience, the Administrator will schedule an interview with the applicant to complete the evaluation. It is preferred that the interview be in person, but if necessary, a telephone interview is acceptable. If the Divisional Licensing Administrator judges that the applicant's experience and maturity is satisfactory, the Administrator will recommend to the Road Racing Office that a 14 or 15 Year-Old Novice Permit be issued. A completed Annual Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement and a completed Minor's Assumption of Risk Acknowledgment must be submitted to the Road Racing Office (note: forms vary by state and witnessing method). The requirement of AppC.2.5.B.2 may be waived by the Divisional Driver Licensing Administrator.

- B. A 14 or 15 Year-Old Novice Permit will be issued in the form of a Novice Permit with a distinctive cover. It must be used for all Driver School and Regional race events until the driver reaches the age of 16. If the requirements for a Full Competition or Vintage license are satisfied before the permit holder turns 16, the 14 or 15 Year-Old Novice Permit shall be returned to the Road Racing Office, with the appropriate license fee, to be replaced by a Full Competition or Vintage license. If the requirements for a Full Competition or Vintage license are not fulfilled by the time the driver reaches the age of 16, the 14 or 15 Year-Old Novice Permit shall be returned to the Road Racing Office to be replaced by a Novice Permit. Any successfully completed Driver Schools and races will be transferred to the Novice Permit.
- C. 14 or 15 Year-Old Novice Permits may be issued only by the Road Racing Office.
- D. At every driver school and every race before the permit holder is licensed, the permit holder must present the Novice Permit to the Chief Steward before participating in any on-track session. The Chief Steward will complete the appropriate permit page at the end of the event.
- E. At any event before the permit holder is licensed (school or race), the Chief Steward may recommend revocation of the permit.
- F. In addition to the successful completion of the required driver school(s), the Chief Steward must explicitly state that the driver is prepared to race; otherwise, additional school(s) are required.
- G. A 14 or 15 year-old must complete a first SCCA driver school in a car not classed in GT1, GT2, FA, FB, FS, ITR, ASR, P, P2, or T1. Upon successful completion of the first school, any car may be used thereafter.
- H. No 14 or 15 year-old will be allowed to race without having approval of the Divisional Driver Licensing Administrator.
- I. The 14 or 15 Year-Old Novice Permit is treated as a Novice Permit for the purposes of licensing while participating in Driver Schools and Regional races.

2.7. Novice Permit

A Novice Permit is a training license for student drivers as they develop the experience necessary to safely race with the SCCA.

- A. After submitting the required materials, applicants will receive their Novice Permit, applicants must attach one photo minimum size 2" x 2". The Permit must be presented at each Drivers' School and subsequent SCCA races until replaced by a Full Competition License or Vintage. The requirement of AppC.2.5.C. may be waived by the Divisional Driver Licensing Administrator.
- B. A Novice Permit is valid for 24 months with continuous SCCA membership. However, Novice Permit holders age 70 and over and those requiring a medical waiver must submit the Medical Form annually for the Permit to remain in effect.
- C. A Novice Permit holder who does not complete requirements to upgrade to a Full Competition or Vintage License by the expiration date of the Permit may renew the Permit. Credit for schools or races completed in the previous 24 months will carry over to the renewed permit, if it is renewed within 3 months of the expiration date.
- D. Successful completion of 1 SCCA Drivers School or its equivalent is required before a Novice Permit holder may race. The following must be noted in the Novice Permit:
 - 1. A total of at least 3 hours of in-car, on-course time.
 - 2. A Satisfactory rating in SCCA Drivers School.
 - 3. The Signature of the Race Director or Chief Steward indicating participation in the School attended.
 - 4. In addition to the successful completion of the required Driver School, the Race Director or Chief Steward must explicitly state that the driver is prepared to race; otherwise, additional school(s) are required.
- E. Novice Permit holders may offer equivalencies to replace the SCCA Drivers Schools' requirements.
 - 1. The Race Director or Chief Steward of an SCCA Drivers School or the Novice Permit holder's Divisional Licensing Chair may waive all or part of the Drivers School requirements for drivers with prior racing experience.
 - 2. Road Racing will publish the list of accredited private schools whose curricula and methods have been approved and who have submitted a service fee to the SCCA.
 - 3. SCCA Race Experience Events
 - If a driver has demonstrated proper knowledge of and reaction to flags, awareness in wheel-to-wheel racing situations including race starts during an SCCA Race Experience event; the "drivers school approval" page may be signed off and that completed SCCA Driver Participation Log may be used as Driver's School Credit in the Novice Permit.
 - a. The Driver Participation Log may be used to track experience at SCCA and non-SCCA Track Days, Time Trials, HillClimbs or non-SCCA wheel-to-wheel events; however, the Drivers School Page may only be completed after observation at an SCCA Race Experience Event.
 - b. The Drivers School page in the participation log must be signed by the Chief Driver Coach and the Race Director of the Race Experience Event.

4. **Alternative Drivers' Schools-** Chief Driving Instructors or Divisional Licensing Chairs should coordinate with the Divisional Executive Steward and the Chief Steward of the event to ensure that the prospective student has had the proper ground school before the event and the right attitude and capabilities to complete the program. This is especially important for novice drivers with little or no prior experience.

At the request of the Divisional Chief Driving Instructor or Divisional Driver Licensing Administrator and approval by the Divisional Executive Steward, a Novice Permit holder may be offered an alternative path to an SCCA Full Competition or Vintage license under the following conditions:

- a. The ground school/classroom component may be satisfied informally via telephone, email, or one-on-one meetings between the student and the designated Driving Instructor. The student must demonstrate knowledge of the GCR and the flags as used in SCCA Road Racing.
 - b. After successfully completing the ground school, the student must enter a track test day or SCCA sanctioned test day during which the student's driving will be observed and evaluated by their Driving Instructor along with any other individuals the Instructor and the Chief Steward for the race may designate.
 - c. Driving Instructors for this program will be approved by the Division's Chief Driving Instructor or by the Divisional Driver Licensing Administrator.
 - d. The driving instructor for the alternate school may witness participating student(s) sign the SCCA insurance waiver for that event.
 - e. The host region may charge a fee to cover costs associated with this type of school.
 - f. For students with recent on-track and/or competition experience, upon recommendation of the Driving Instructor, the Chief Steward, the Divisional Chief Driving Instructor or the Divisional Driver Licensing Administrator may waive all Drivers' School requirements for the student.
 - g. For students without recent on-track and/or competition experience, the driving evaluation must include sufficient on track activity to satisfy the Driving Instructor and Chief Steward that the student is prepared to participate in Regional races.
- F. Drivers who have fulfilled the Drivers' School requirements complete the Novice Permit by successfully competing in 3 Regional event weekends within the 2 year term of the Permit. The Chief Steward for each race must sign the Permit to indicate participation.
- When the third Regional event weekend is credited, the Chief Steward or Chair of the SOM for that event must also sign the Permit acknowledging completion of the Novice Permit requirements. If the Chief or Chair will not sign the Permit, a Novice Permit holder may appeal that decision to their Divisional Licensing Administrator for a final decision. Note: 1 SCCA Track Day or Time Trial event may be substituted for 1 of the Regional Race events. Appropriate Official's Signature on Permit.
- G. A Novice Permit may be revoked by the holder's Divisional Driver Licensing Administrator upon the recommendation of the event Chief Steward.

2.8. Full Competition License

- A. A driver who has completed all Novice Permit requirements, including the acknowledgment signature of the Race Director, Chief Steward or Chair of the SOM, may follow the directions in the Permit to apply for an upgrade to a Full Competition License. For the three consecutive weekends after the Full Competition License application has been submitted to the National Office for processing, a photocopy of the Permit may be used as a Full Competition License to race.
- B. Licenses listed below will be accepted as equivalent to a SCCA Full Competition License at SCCA Regional events.
 1. BMW CCA Club Racing Full Competition
 2. Confederation of Autosport Car Clubs (CACC) Competition
 3. FIA Issued by any sanctioning body
 4. Historic Sportscar Racing (HSR) HSR License
 5. ICSCC Area Road Racing or International Road Racing licenses
 6. IMSA Issued License
 7. Midwestern Council of Sports Car Clubs (MCSCC) Instructor, Full, and Novice permit
 8. NASA Full Competition
 9. Ontario Region CASC Regional
 10. Porsche Club of America Full Competition
 11. SCCA Pro Racing licenses (F4, FR, Trans Am, FRP - 14 years of age and older only)
 12. SCCA Vintage
 13. Sportscar Vintage Racing Association (SVRA)
 14. Vintage Auto Racing Association Full Competition
 15. Vintage Motorsports Council (VMC) and VMC member organizations. A list of organizations can be found here: <http://the-vmc.com/>.

16. Waterford Hills Road Racing Club Full and Novice permit
 17. West Canada Motorsport Association Amateur
 18. Eastern Motor Racing Association (EMRA) Competition License.
 19. Atlantic Region Motor Sports (ARMS) Regional Competition License
 20. Autobahn Country Club Level 1/Level 2
 21. Indy Car Issued License
- C. A Canadian resident holding a current ASN Professional Grade C License or higher may apply for an SCCA Full Competition or Vintage License if the applicant is an SCCA member in good standing and submits a copy of their current ASN License and ASN Medical Form, along with the License fee. The examination date cannot be more than 6 months before the Competition License or Permit application date.
- 2.9. Vintage License**
A Driver who has completed all Novice Permit requirements, may apply to the National Office for a Vintage Competition License. A current medical form and appropriate license fee to be included.
- 2.10. Renewal**
Requirements for renewing Full Competition Licenses and Vintage Licenses are noted in Appendix C. Table 1.
- 2.11. Applicants with Prior Racing Experience**
Participation requirements for issuance or renewal of Novice Permit, Vintage or Full Competition Licenses may be waived in total or part by the Divisional Licensing Chair of the applicant's Division of Record or the Manager of Road Racing.
- 2.12. Road Racing Online Drivers' School Training**
A. All SCCA Novice Permit and Full Competition applicants are required to complete the SCCA Academy Road Racing Online Driver School Training Modules 1 and 2. This includes the following:
1. Drivers applying directly to SCCA Member Services or SCCA Region for a new Novice Permit or new SCCA Full Competition License
 2. Drivers requesting a waiver for a Novice Permit or Full Competition License through a SCCA Divisional Licensing. SCCA Divisional Licensing Administrators may, at their discretion, waive completion of all or part of the SCCA Academy Road Racing Online Driver School Training program by an experienced driver."
- 3. NON-STANDARD LICENSE SITUATIONS**
- A. Probation Letter as License
1. The Chair of the SOM or other review committee or Court of Appeals issues a Probation Letter to temporarily replace the confiscated License of a member whose penalty is probation.
 2. The member uses the Probation Letter as a License until the terms of the probation have been met completely.
 3. When the terms are completed, the member sends the Probation Letter to the National Office and receives their License in return.
- B. Statement of Facts Affidavit in Lieu of License
A Statement of Facts Affidavit is available ONLY to a competitor who has received a current SCCA Competition License but does not have it in their possession at the event. A competitor whose claim to have been issued an SCCA Competition License cannot be verified is subject to automatic penalty, as specified in 7.4.D.

LICENSING AND TYPES

LICENSE LEVEL	SCCA MEMBER TYPE	AGE	LICENSE APPROVAL	APPLICATION (Paper Form or MAP Online Purchase)	MEDICAL FORM	ONLINE DRIVERS TRAINING MODULES 1 & 2	FEE	MAX. TERM	OTHER
14 and 15 YEAR-OLD NOVICE PERMIT	Regular Member in good standing	14-15 years old	SCCA National Office	Application for Novice Permit	Required	Required	See Novice Permit Application or Online Store for current fees	2 years	Proof of Age + Divisional Licensing Administrator Approval
NOVICE PERMIT (NEW ISSUE)	Regular Member in good standing	16 years or older	SCCA National Office or Divisional Driver Licensing Administrator	Application for Novice Permit	Required	Required	See Novice Permit Application or Online Store for current fees	2 years	Proof of Age + Operator's Permit/ State Driver's License allowing solo motor vehicle operation
FULL COMPETITION (NEW ISSUE)	Regular Member in good standing	14 years or older	SCCA National Office or Divisional Driver Licensing Administrator	Application for Full Competition License	Required	Required	See Full Competition License Application or Online Store for current fees	1 year	Valid Certificate of Compliance from an SCCA Accredited School recommending a Full Competition License
FULL COMPETITION PARTICIPATION WAIVER	Regular Member in good standing	14 years or older	SCCA National Office or Divisional Driver Licensing Administrator	Application for Full Competition License	When needed	Required unless waived by Divisional Licensing Administrator (DLA).	See Full Competition License Application or Online Store for current fees	1 year	DLA license waiver approval. Online Driver's School Modules required for anyone not previously SCCA Licensed. DLA discretion for previous SCCA License Holder
NOVICE TO VINTAGE	Regular Member in good standing	14 years or older	SCCA National Office or Divisional Driver Licensing Administrator	Completed Novice Permit + Vintage License Application	When needed	Not Required See App. C.2.12	See License Application or Online Store for current fees	1 year	Complete School Requirements + 2 Regional Races on Permit + Appropriate Officials' Signatures on Permit

LICENSING AND TYPES

LICENSE LEVEL	SCCA MEMBER TYPE	AGE	LICENSE APPROVAL	APPLICATION (Paper Form or MAP Online Purchase)	MEDICAL FORM	ONLINE DRIVERS TRAINING MODULES 1 & 2	FEE	MAX. TERM	OTHER
NOVICE TO FULL COMPETITION	Regular Member in good standing	14 years or older	SCCA National Office	Completed Novice Permit + Application for Full Competition Licens	When needed	Not Required See App. C.2.12	See Full Competition License Application or Online Store for current fees	1 year	Complete School Requirements + 3 Regional Race weekends. All in prior 24 months. Note: 1 SCCA Track Event or Time Trial event may be substituted for 1 of the Regional Race events. Appropriate Official's Signature on Permit.
VINTAGE RENEWAL	Regular Member in good standing	14 years or older	SCCA National Office	Application for Vintage License Renewa	When needed	Not Required See App. C.2.12	See License Application or Online Store for current fees	1 year	Results of 1 Vintage Race or 1 SCCA Regional Race from the prior 12 months
FULL COMPETITION RENEWAL	Regular Member in good standing	14 years or older	SCCA National Office	Application for Full Competition License Renewal	When needed	Not Required See App. C.2.12	See Full Competition License Application or Online Store for current fees.	1 year	Results of 1 SCCA U.S. Majors Tour or Regional Sanctioned Race/Vintage/Pro/FIA weekend per year

APPENDIX E. OVAL TRACK RACING

This section is intended as a guideline and recommendation for SCCA Road Racing events conducted entirely on paved oval tracks.

1. EVENTS

Road Racing events on oval tracks will be sanctioned only on paved ovals and only as Regional events. U.S. Majors Tour events may not be conducted as oval track events. A Drivers' School in preparation for an event on an oval track may be conducted, but not as a substitute for a road course Drivers' School. Regions conducting oval Drivers' Schools are encouraged to seek out local drivers who have experience at that track to advise students at the event.

All items of Section 3, Events, which apply to Regional events shall apply to oval track events.

Depending on the length and banking of the oval course being used, it is recommended that Regions consider restricting the faster classes (GT1, FA, and P) from competition at oval track events.

Oval track events may consist of any combination of practice sessions, qualifying sessions, heat races, and feature races. On tracks of less than 1 mile in length, it is recommended that qualifying be conducted one car at a time.

2. COURSES

Courses for oval track events must be approved by the Divisional Executive Steward prior to applying for a race sanction. These approvals shall expire at the end of the calendar year or upon written notification to the region by the Executive Steward which ever comes first.

3. TIMING AND SCORING

Timing and Scoring standards may be modified in favor of short-track scoring techniques. It is not necessary to time every lap of every car during a race, though an overall time for the winner should be recorded.

4. FLAGGING AND COMMUNICATIONS

Generally, all communications with drivers while they are on course will be via flags at the Starter's Stand and/or signal lights around the course. It is recommended that Flagging and Communications personnel be stationed around the course to communicate to Race Control the observations they make regarding the condition of the course or the nature of any incidents they witness.

5. RULES OF THE ROAD

5.1. Racing Surface

For the conduct of all competitions (qualifying or race), the racing surface shall be defined as only the marked, paved race track and it's curbing. Pit lanes, their entries and exits; grass verges; and so on, are expressly excluded from the racing surface.

5.2. Flags

For oval track events, flags will normally be only displayed at the Starter's Stand. Flags may be supplemented by signal lights displayed around the course. The flags used in an Oval Event are defined in Section 6.1.2., Flags, with the following exceptions:

- A. RED FLAG – Come to a stop as soon as possible on driver's left (for counterclockwise tracks) or driver's right (for clockwise tracks). Then proceed very slowly and with great caution to the hot pit area and await further instructions.
- B. YELLOW FLAG AND/OR YELLOW LIGHT
 - STANDING YELLOW – Take care, Danger, Slow Down, NO PASSING. The entire course is yellow.
 - WAVED – Great Danger, Slow Down, be prepared to stop. NO PASSING. The entire course is yellow.
 - DOUBLE YELLOW – Not used.
- C. SURFACE CONDITION FLAG (Yellow with Vertical Red Stripes) – Not used. Any course condition warranting a surface condition flag is cause a yellow flag until the course condition can be corrected.
- D. WHITE FLAG (Solid White) The leader is starting *the* last lap. The white flag shall be waved to the leader and then to each following car during that lap.

5.3. Practice / Multi-Car Qualifying

- A. During practice and multi-car qualifying sessions, all cars enter the pit area and stop at their pit at the first opportunity after observing a yellow flag or yellow light at any flag or light station on the track. No car may re-enter the track from the pit lane until the course becomes green again.
- B. The scheduled practice time is total running clock time, not on-track green flag time, subject to event scheduling requirements.

5.4. Single-Car Qualifying

- A. The number of warm-up laps, timed laps, and cool-down laps allowed in a qualifying session will be defined in the supplemental regulations and/or announced at the drivers meeting.
- B. Cars will qualify in an order determined by the Chief Steward. If a random drawing is used to determine qualifying order, details of the drawing will be announced prior to the drawing. Positions in the qualifying order are reserved as long as the car is in the qualifying line prior to the order to begin its qualifying attempt.

- C. If a car does not proceed with the qualification attempt when ordered to do so, the qualifying order position will be forfeited. The car may be penalized further by the loss of one qualifying lap.
- D. A qualifying attempt shall be considered started when the front tires of the car cross the starting line after the qualifying start signal is given by the Starter.
- E. If the car stops anywhere on the course after the qualifying start signal is given by the Starter, the driver will be charged with an attempt. Time permitting, those cars having started a qualifying attempt, but unable to complete the attempt, will be permitted to begin a second qualifying attempt. First priority for a second qualifying attempt will go to cars that failed to receive any qualifying time during their first attempt.
- F. In the event qualification cannot be held or completed within the allotted qualification time, the field, or remaining field, will be filled by means of a seeded lottery by those drivers who have entered, but who have not qualified.

5.5. Races

- A. Initial Race Start
 - 1. A pace car may or may not be used. If no pace car is used, the responsibility of pacing the field will fall to the pole car.
 - 2. The number of pace laps prior to the start of the race will be announced by the Chief Steward.
 - 3. On the final pace lap prior to start, the pace car, if used, will turn its lights out and accelerate to leave track.
 - 4. The pole car will bring the field gradually up to speed for possible start.
 - 5. Cars shall not improve position prior to crossing start/finish line. (Pulling out of line alongside the car in front of you is improving your position.)
 - 6. In case of an aborted start, the starter will display a standing green flag to the field. After the cars have entered turn one, the course will go yellow and the field will reform on the back straight for a restart.
- B. Yellow Light/Flag.
 - 1. In the event of a yellow flag, the lead car is responsible for controlling the field and getting the field to slow down in a smooth, orderly fashion.
 - 2. A pace or safety car may be employed to bring the field under control. Whenever a pace car is used, it will remain out for a minimum of two laps subject to race conditions and at the discretion of the Chief Steward. The Chief Steward may designate to the lead car the duties of pace car to safely pace the field to a restart or to slow the field down gradually prior to a safety car entering the track.
 - 3. In case of a pass in progress when the yellow light goes on, the over-taking car is expected to fall back and take station behind the car *it* was attempting to pass. The field does not race to the start/finish line.
 - 4. The running order as of the last completed green flag lap immediately prior to the yellow flag shall determine the running order for the re-start.
 - 5. Any yellow light or flag at an oval track is a full course yellow, whether or not there is a safety car. The lead car will slow the field down to permit the entire field to "bunch up" single file behind the leader. The track will stay yellow until the field is consolidated behind the leader. Drivers strung out around the track are expected to quickly move up to catch "the pack" while observing the yellow flag situation.
 - 6. Cars entering the pits during a yellow flag condition, or cars responsible for causing the yellow flag condition, shall, assume a position at the rear of the formed pack on rejoining the field.

C. Restarts

1. On the lap prior to a possible yellow-to-green restart, the field will be notified of a possible restart on the next lap by:
 - a. Safety car turning lights off and exiting the track.
 - b. If no safety car is used, Starter indicating one more lap.
2. In either case, the lead car gradually brings the field up to speed for a possible restart.
3. At the instant the starter waves the green flag, all yellow lights will go green. Racing resumes immediately over the entire track.

5.6. Driving Conduct by CR

- A. It is the responsibility of all drivers to avoid physical contact between cars on the race track.
- B. All competitors have a right to “racing room” on the marked racing surface. “Racing room” shall be generally defined as sufficient space on the marked racing surface so as to allow a competitor to maintain control of *their* car in close quarters, under racing conditions.
- C. It shall be incumbent on all drivers to preserve the right of *their* fellow competitors to “racing room” on the race track. Abrupt changes in direction so as to impede or affect the path of a car attempting to overtake or pass may be interpreted by Officials as an attempt to deprive a fellow competitor of *their* right to “racing room”.



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TAKE THE LEAD

NOTE: Should any of the definitions contained in this Glossary appear to be in conflict with a specific rule, then the GCR or Specification Book will take precedence.

2 Cycle – A reciprocating engine in which the intake, compression, combustion and exhaust phases are completed each revolution of the crankshaft.

4 Cycle – A reciprocating engine in which the intake, compression, combustion and exhaust phases are completed each two revolutions of the crankshaft.

A-Pillar – The forward most roof support in a passenger car, which also serves as the side support for the windshield.

Accelerator Pedal – A foot-operated device which allows the driver to vary the degree of opening of the induction system throttle(s).

Accessible – Capable of being reached without removal of other components.

Accumulator – A pressurized free-piston device, in which the compression of a fixed volume of air by the piston, upon the application of a force caused by fluid under pressure, provides a pressurized reservoir of the fluid.

Active Aerodynamic Devices – No active aerodynamic devices are permitted. These include, but are not limited to, those that allow any degree of freedom in relation to the entirely sprung part of the car (chassis/monocoque), movable or hinged skirts, or that can be adjusted from within the cockpit. Adjustment of aerodynamic devices may only be made by mechanical changes performed from outside the car.

Active Suspension – Automatic ride height and / or roll control by an active system receiving power from a pump or compressor.

Addition – To introduce a component not present in the cars stock state, or attachment to an existing component.

Adhesive – A bonding agent designed to cause two or more components to adhere to each other without fusing them into a single component.

Adjustable Timing Gear – A camshaft drive gear or sprocket which permits a range of angular adjustment of the outer portion relative to the attachment point of the driven camshaft.

Advance Curve – The degrees of distributor advance from the static setting as a function of rotational speed, usually achieved by mechanical or electronic means.

Advance Plate – The plate inside a distributor on which the ignition points are mounted, which is free to rotate over a prescribed angle in response to the actions of the advance mechanism(s), thus altering the phase relationship of the points and distributor cam.

Advance Springs – Springs which provide the restoring force against the actions of the advance mechanism(s) in a distributor.

Aerodynamic Device – An attachment to, or an integral part of, a car intended to generate atmospheric downforce by the action of air flowing through or around the attachment.

Aerodynamic Skirts – Body panels, movable or fixed, at the bottom of the sides of a car's body, which aid in the creation of "ground effects" downforce by ensuring that little air passing under the car can escape at the sides.

Aeroquip Line – A brand name, used generically, for a braided metal-covered hose.

Air Cleaner – An induction system component intended to filter particulate matter from the incoming air.

Air Dam – An air control device at the lower front of a car, intended to divert some of the air which would normally pass under the car when the car is in motion.

Air Horn – See Velocity Stack.

Air Pump – An engine-driven pump intended to provide a supply of air (without fuel) to the engine to assist in the reduction of pollution components.

Air Throttle – The valve which allows the driver to modulate the volume of air passing into a fuel injection induction system.

Airfoil – An aerodynamic device or part of a car which the flow of air over its surface will generate a vertical force by creating a pressure differential between top and bottom surfaces.

Air Throttle/Throttle Body – The component which allows the driver to regulate the volume of air passing into a fuel injection induction system. (also see Throttle Body)

Alloy – A homogeneous mixture of two or more elements, at least one of which is a metal, and where the resulting material has metallic properties.

Alter (verb) – To change a component by modifying.

Alternator – A component intended to generate current with which to maintain a proper level of charge in the on-board storage battery.

AN Coupler – A threaded high pressure hydraulic coupling of the type normally used with metal braided hose.

Annular Discharge – A carburetor type in which the fuel is introduced into the flowing air from an annulus on the periphery of the main duct.

Anti-Roll Bar (Sway bar) – A torsion control device connected to a car's structure, and to moving portions of the suspension, which is intended to control body roll. (Some types of ARB may also serve as a suspension component.)

Anti-Submarine Strap – A safety strap intended to provide additional support against motions of the driver's lower torso in the forward direction.

Aspect Ratio – The ratio of tire section height to section width, expressed as a percentage.

Attachment Points (Suspension) – The locations at which the fixed and moving ends of a shock absorber are mounted and/or the location of the suspension component on the frame or structure of a car.

Automatic Transmission – A transmission which is capable of allowing a car to start from a stop without use of a clutch, which may be shifted from gear to gear without use of a clutch, and in which such shifting of gears is accomplished by hydraulic, pneumatic, or electric actuation.

Automobile – See Car, Appendix A.

Axle Housing – The housing which contains axle shafts and may provide support for wheel hubs.

Axle Shaft – A shaft whose purpose is to carry rotational drive from a differential or transaxle to the driven wheels, or simply to support 1 or 2 undriven wheel hub(s).

Axle Tube – See Axle Housing. Also, the beam connecting the rear wheels on a front wheel drive car.

B-Pillar – The center roof support in a passenger car.

Backing Plate – A braking component used in drum type brake systems, generally to support the brake shoes and wheel cylinder(s) at a wheel.

Baffle – A plate or panel in a fluid container, which is designed to inhibit the rapid transfer of the fluid within the container when it is subject to changing dynamic forces.

Balance (Verb) – To minimize the dynamic off-axis forces of rotating components, or to equalize the weights of like reciprocating components.

Balance Pipe – A tubular induction system component which connects 2 or more independent branches of the system.

Ball Joint – A bearing coupling, generally in suspension or steering systems, consisting of 2 mating surfaces, 1 convex and 1 concave, which permits a range of angular displacements of the 2 attached shafts over a prescribed range.

Ballast – Non-functional mass fastened inside a car to increase the weight of the car.

Base Circle – The constant radius portion of a camshaft lobe which is closest to the centerline of the camshaft.

Battery (Storage) – An on-board electrical storage component which may be used to activate electrical devices or systems, such as starter, ignition, etc.

Battery Box – A covered container for an on-board storage battery.

Beam Axle – A solid, non-rotating axle connecting the undriven wheels of a car.

Bearing – A mechanical component provided to allow connected parts to move with respect to one another in a manner consistent with durability and minimal friction.

Bearing Carrier – A housing in which the bearings carrying a shaft are mounted.

Bell Housing – A nominally bell-shaped extension or attachment to the engine or transmission which serves as a coupler between these assemblies, and usually encloses the clutch/flywheel assembly.

Belt Drive (Car) – A drive system in which the engine power is coupled to the driven wheels through a flexible belt and pulleys.

Bezel/Rim – Outer trim components which determine the assembled appearance.

Bias Ply Construction – A tire construction in which the structural plies of the main carcass form an angle considerably greater than zero relative to a cross section of the tire.

Big End – The crankshaft end of a connecting rod.

Blanking Sleeve – A replacement for a thermostat designed to divert the flow of cooling water away from the cooling system bypass circuit.

Block – The elemental component of a reciprocating engine which contains at least the cylinder location(s) and the crankshaft mounting points.

Block Deck Height – The distance between the crankshaft centerline and the machined surface that forms the head/block interface of the block.

Blueprinting – The practice of engine improvement achieved by the use of selected standard parts and/or by optimizing the factory machined surfaces of stock engine components to achieve the most advantageous specifications within the normal range as defined by the manufacturer for that engine.

Within the above definition of blueprinting, any procedures that involve the following are not permitted unless specifically authorized:

a) The addition of material of any kind to any component (this includes, but is not limited to, the addition of sleeves/bushings and the application of anti-friction, oil shedding and thermal barrier/retention coatings).

b) The machining, tooling or any other physical or chemical modification (including shot blasting) of any surface that was not originally a factory machined surface. Glass or other media blasting for cleaning purposes only is allowed as long as it does not remove or modify the base material of the original part.

c) Mixing/matching of parts from any other year, make, model or type of vehicle or engine.

d) Balancing procedures that involve spot machining of all rotating and/or reciprocating parts (i.e. one rod/piston assembly must remain untouched).

e. Any edges resulting from authorized machining processes may be deburred up to .040”.

Note: Under no circumstances may any factory specification be exceeded as a result of any permitted blueprinting operation(s) (i.e. compression ratio, valve lift, bore, stroke, etc.).

Body – All parts of the car licked by the air stream and situated above the belly / floor with exception of the roll bar or cage. For Formula and Sports Racing cars, further exceptions are those units definitely associated with the function of the engine or transmission.

Body Panel – A replaceable section of the body.

Bodywork – See Body.

Bolt Pattern – The arrangement of bolts or other fasteners used to join 2 components.

Boost – The degree of induction pressurizing in a turbo/supercharged engine.

Boot Cover – A cover for the area behind the driver/passenger seating area in an open car.

Bore – The diameter of a cylinder.

Boss – A protrusion from a casting or forging which provides the surface(s) and/or structure necessary to accomplish particular function of the component.

Brake Light – A signaling light mounted on the rear of the car, which may be actuated only by driver braking actions.

Brake Lining/Pad – Replaceable friction material which accomplishes braking action by making rubbing contact with the brake drum or rotor.

Brake Rotor – The disc component of a braking system, which is attached to a wheel hub and provides a friction surface for braking actions.

Brake Rotor Hat – The integral part of a brake rotor or a separate component that locates and provides attachment for the brake rotor to the hub.

Braking System – A system, including hydraulic and mechanical components, which allows the driver to reduce the velocity of a car.

Breather Vent – An aperture which allows the flow of air into or out of an enclosure.

Bulb – A lighting system component which contains the actual light emitting element(s).

Bulkhead – A partition separating compartments.

Bump Steer – The change in toe-in or toe-out which results from changes in suspension geometry as the wheel(s) rises or falls from its neutral position.

Bump Stop – A cushioning pad which acts as the limit to suspension travel in one vertical direction.

Bumper – A semi-rigid attachment to the structure of a car at the front or rear, which is intended to absorb a portion of low speed front or rear collision forces.

Bumper Block – See Bump Stop.

Bushing/Bush – A sleeve or tubular insert, whose purpose is to reduce the dimension(s) of an existing hole. A protective liner that cushions noise, friction, or movement such as a rod end or spherical bearing.

C-Pillar – The body roof support bordering on the rear window or hatch.

Caliper – A braking system component which is the disc brake equivalent of a wheel cylinder, and converts hydraulic pressure into mechanical braking force at a wheel.

Cam Carrier – That portion of a reciprocating engine that contains the supporting bearings for an overhead camshaft.

Cam Cover – Equivalent to a valve cover in an engine with an overhead cam.

Camber – The angle of a wheel relative to true vertical. Negative camber implies that the top of the wheel is closer than the bottom to the car's centerline. Camber is to be measured at each wheel without driver.

Camber Compensator – A wheel location device designed to control the wheel camber under varying conditions of bump/rebound.

Camshaft – An engine component, driven by the crankshaft, whose function is to actuate the valves, and often, to drive other engine components.

Camshaft Timing – The phase relationship of the camshaft to the crankshaft, which determines when in the crankshaft cycle the valves will open.

Canard (Dive Plane) – An aerodynamic device normally mounted at the extreme front of a (race) car.

Carburetor – The component of a non-fuel injection induction system which achieves the mixing of fuel and air to create a combustible mixture.

Car – See Appendix A, Car.

Caster – The angle which the swivel axis of a steered wheel makes with the vertical in the fore/aft direction.

Catalytic Converter – An emissions control device in the exhaust system which reduces emissions by catalysis.

Catch Tank – A container with the purpose of collecting liquid, generally lubricant or coolant, vented from an engine, transmission, transaxle, or differential and preventing the loss, from the car, of the liquid.

cc – Cubic centimeter (a unit of volume).

Center-Lock – A type of road wheel/hub which is retained by a single central fastener.

Centerline – A line coincident with the axis of rotational symmetry of a component.

Centrifugal Clutch – A clutch which automatically engages in response to an increase from low engine speed, and disengages upon return to low speed operation.

Chain Drive – A drive system in which the engine power is transmitted through a chain and sprockets.

Chapman Strut – An adaptation of the McPherson strut for a rear suspension (without steering swivel).

Check Valve – A valve designed to prevent the flow of a fluid in one direction, while allowing relatively unimpeded flow in the opposite direction.

Choke – A carbureted induction system mechanism which, when actuated, causes an enrichment of the fuel/air mixture to assist cold starting or an intake restrictor (venturi) for the purpose of limiting intake air volume. Also see Restrictor, Intake.

Clinch Nut – A threaded female fastener which has been distorted on one end to supply a gripping force when assembled to a stud or bolt thread.

Clutch – A device whose function is to permit the driver to engage/disengage a power coupling between the engine and the transmission or transaxle.

CO – Carbon monoxide.

Cockpit – The driver/passenger volume within a car in which driver control devices, gauges, and seating are provided.

Coil – The transformer component of an ignition system which converts each low voltage pulse into a pulse of sufficiently high voltage to bridge the gap in a spark plug and initiate combustion in the engine.

Coil-Over Shock – A tubular shock absorber which contains top and bottom mounting locations for a coaxial coil spring, and is used with such a spring supporting the weight of the car.

Cold Air Box – An engine carburetor attachment of unspecified size and composition, whose purpose is to provide a source of ambient air alternate to that existing in the engine compartment.

Component – A constituent part of an assembly.

Compression Ratio – Reciprocating engines: the ratio of the sum of swept plus unswept volumes to the unswept volume. Rotary engines: the ratio of the largest to the smallest volume of the working chamber.

Compression Ring – A reciprocating engine component which is intended to seal the gap between the piston and cylinder wall against the pressure differential arising from compression, induction or combustion.

Compressor (AC) – The engine-driven pressurizing pump in an automotive air conditioning system.

Concentric – Two components or objects are concentric if they share a common centerline.

Condenser (AC) – The portion of an automotive air conditioning system in which the refrigerant in vapor phase is converted to liquid phase.

Connecting Rod – A component physically connecting a piston to a crankshaft in such a way as to convert the rotary motion of the crankshaft to a reciprocating motion of the piston.

Constant-Velocity Joint – A type of universal joint in which the angular velocities of input and output shafts are held approximately equal.

Cool Suit – A driver's safety suit which has provision to be cooled by a circulating liquid.

Cooling System – Those components directly associated with the cooling of an engine, including any hoses, fans, pumps, radiators, internal engine passages, galleries, coolant retention components, and coolant entry and exit points, etc.

Cowl Induction – An arrangement in which the incoming air for an induction system is ducted from the cowl area below the windshield.

Crank-Triggered Ignition – An ignition system in which the triggering pulses are obtained from a pickup and wheel connected directly to the crankshaft, or to an intermediate pulley.

Crankshaft – The rotating engine component which, driven by piston/connecting rod assemblies, transmits, for external coupling, the torque resulting from the combustion process.

Crossflow Head – A cylinder head in which the intake and exhaust ports for each cylinder are on opposite sides of the head.

Crown – The top face of a piston at which combustion takes place.

Curvature – The dimension defined by the maximum distance between a curving surface and the straight line between its ends.

Cylinder Liner (Sleeve) – An insert in an engine block which defines the path followed by a piston in its reciprocating motion.

Dash board – See instrument panel.

Decamber (Verb) – To make the wheel camber more negative.

Deck – Generally the rearmost upper body panel of a car, but not present in all cars.

Deck Height – The distance between the top of the piston at its outer edge and the machined surface which forms the head/block interface of the block.

Deck Lid – The access door into the volume (often "trunk") beneath a deck.

Differential – A gear assembly whose purpose is to reduce the rotational velocity transmitted from the engine/gearbox, while providing a division of driving force to 2 wheels.

Differential Housing – The housing in which the differential (final drive) gears are mounted.

Diffuser – See Aerodynamic Device definition.

Disc Brake – A braking system which relies on the friction between a suitable material in the form of a "pad" and a rotating disc to supply the braking force at a wheel.

Discriminator Valve – A check valve designed to install on the vent line of a fuel cell, allowing vapors to vent while retaining liquid.

Dish – A concave piston crown.

Displacement (Engine) – Reciprocating engine: the swept volume of 1 cylinder times the number of cylinders. Rotary engine: the difference between the largest and smallest volumes of the working chamber, times the number of lobes, times the number of rotors.

Distributor Cap – An ignition system distributor component which contains the high voltage distribution contacts and means for securing the high voltage wires.

Dome – A convex piston crown.

Door Panel – The inner shell of a door which normally supports the trim.

Dowel – A tubular or cylindrical pin, the sole purpose of which is to make positive location of two assembled components possible.

Drive Belt – A continuous flexible reinforced elastomer band which provides the driving force for engine accessories, when attached by pulley to a rotating part of the engine, such as the crankshaft.

Drive Shaft – The mechanical drivetrain coupling between transmission and differential, which may allow an angular displacement of the driving and driven axes by the use of universal, constant velocity, or flex joints.

Drivetrain – Those rotating components in a car that convey the driving power from the engine flywheel to the ground and the housings containing these parts. This is inclusive of the clutch, transmission, driveshaft, differential, halfshafts/axles or any systems providing such functionality. Wheel bearings, driveshaft carrier bearings, wheels, and tires are specifically excluded.

Dry Break Coupling – An attachment to an on-board fuel cell/tank filler neck/hose which is designed to prevent the spillage of fuel during refueling operations.

Dry Sump – An engine lubrication system in which the residual lubricant is pumped to an external storage tank by a “scavenge pump,” and an additional pump or pumps return a supply of pressurized lubricant to the engine from the storage tank.

Dry Tire – A race tire, often with groove-less tread, intended strictly for use in competition under dry conditions.

Dryer (AC) – A component of an automotive air conditioning system which is intended to remove water from the refrigerant.

Duct/Ducting – A tube or enclosed passage for conveying a substance, usually air.

Dust Shield – A cover intended to protect disc brake components from mud, dirt, etc.

Eccentric Shaft – The analog of a crankshaft in a rotary engine, the shaft driven by the actions of the rotor.

EGR Valve – An engine pollution control device which channels a portion of the exhaust gases back into the combustion regions of the engine.

End Plate – An air control panel mounted at each end and perpendicular to a wing, intended to maximize the efficiency of the wing by preventing spillage of flowing air at the ends.

Engine – The primary power plant of a car, including all physically attached ancillary components necessary for power production.

Engine Air Box – An induction system attachment, generally part of the bodywork, which ducts air from an opening protruding into the airstream to the induction system intake(s).

Engine Case – See rotor housing and/or block.

Engine Compartment – The loosely defined volume, nominally enclosed by panels on top and sides, which is the normal location of the engine in a car.

Engine Mount – A passive mechanical coupling used to support the weight of an engine at its attachment points to the structure of a car.

Engine Steady Bar (Torque suppressor) – A constraining beam or rod intended to resist the tendency of an engine to rotate on its mounts in reaction to torque forces.

Epitrochoidal Curve – The contour of the interior surface of a rotary engine rotor housing, which, with the rotor, determines the volume of the working chambers at any point in the rotation of the rotor.

Equivalent – The same form, fit, function, and dimensions.

Evaporator (AC) – That portion of an automotive air conditioning system in which the transition from liquid phase to vapor phase occurs.

Exhaust Pipe – A duct of unspecified dimensions, whose function is to convey exhaust products toward the rear of a car and away from the driver.

Exhaust Port – The duct within a cylinder head or rotor housing through which the exhaust gases pass from the exhaust valve(s) to the outer flange of the head.

Exhaust System – A passive system, whose components serve to convey the exhaust of an engine past the driver and away from the car.

Expansion Tank – A container, often operating at system pressures, which is designed to contain engine coolant on expansion at operating temperatures.

Extension – An external modification resulting in more material on the outside of the component than originally existed.

Fairing – A covering intended to divert airflow in a specific region of a car, to reduce air drag.

Fan – A rotating bladed device intended to provide a cooling flow of air to a heat exchanger.

Fan Belt – A flexible drive belt which is used to drive a water radiator cooling fan, and, often simultaneously, furnish drive to 1 or more other rotating attachments to the engine.

Fasteners – Any mechanism which serves no other purposes than to cause a component to maintain a fixed position (e.g. bolt, nut, screw, etc.).

Fender – The body panel covering a road wheel assembly.

Fender Flare – An attachment to an existing fender which extends the fender outward so as to more completely cover the tire within.

Fender Skirt – A removable fender extension which partially closes the wheel opening, smoothing the air flow in this region.

Ferrous – An alloy containing more than 50% iron.

Filler Cap – A closure which prevents the loss of fuel from the filler neck/hose when the car is in use, but which may be removed for refueling.

Filler Neck/Hose – The attachment to a fuel cell/tank through which fuel is supplied from a source external to the car.

Final Drive Housing – See Rear Axle Housing.

Final Drive Ratio – The ratio of input to output shaft motions in a final drive or differential.

Fire Extinguisher – An on-board container of specified capacity charged with approved fire extinguishing material which provides the driver or others with the capability to control small fires. See Section 9.3.Fire System.

Fire System – An on-board fire extinguishing system designed to be activated in the event of fire, whose purpose is to extinguish or retard the fire, thus providing a measure of protection for driver and car. See Section 9.3.Fire System.

Firewall – A vertical (plus or minus 10 degrees) metal panel separating and protecting the driver/passenger compartment from the engine compartment, preventing the passage of flame and debris. Metal ducts may penetrate the firewall, but must begin and end outside of the driver/passenger compartment. No intakes are allowed in the firewall.

Firing Order – The order in which the cylinders in a reciprocating engine produce power under normal conditions.

Flare (Verb) – 1. To extend by extrusion or attachment a fender so as to more completely cover the tire mounted within (Noun) – 2. Extruded end of a pipe or tube.

Flat Bottom – A race car construction in which the underside of the car is nominally flat and contains no “ground effects” shaping or ducting.

Flat Plate Intake Restrictor – a metal plate with a hole through which all air to the engine must pass shall be round, centered with respect to the throttle body bore or carburetor bore or intake manifold bore to which it is attached; no radiusing, chamfering or beveling of the hole is permitted. Unless otherwise specified in a category, class or individual engine specification, all flat plate restrictors must meet the following requirements (more than one plate may be required in some applications; each shall meet the requirements):

- The restrictor shall be made from aluminum or sheet steel metal with a thickness range of 0.040in - 0.250in.
- The hole through which all air to the engine must pass shall be round, centered with respect to the throttle body bore or carburetor bore or intake manifold bore to which it is attached; no radiusing, chamfering or beveling of the hole is permitted.
- The restrictor plate must be located between the throttle body or carburetor and the engine within 4 inches of the centerline of the carburetor or fuel injection butterfly.
- A steel or aluminum spacer no more than 0.75 inch thick may be placed between the throttle body or carburetor and the restrictor to allow for clearance of the butterfly. The hole must be the same shape and size as the throttle body or carburetor flange; no radiusing, chamfering or beveling of the hole is permitted.
- The restrictor plate shall be mounted on the bolts or studs used to locate the throttle body or carburetor. There shall be no movement of the restrictor plate possible when mounted.

Flex Joint – A coupling designed to fulfill the function of a universal joint, but employing flexible materials to achieve changes in the drive axis.

Float – A carburetor component which, with an associated valve, controls the fuel level in the reservoir supplying the carburetor jet(s).

Float Chamber – The carburetor component which contains the reservoir of fuel supplying the jet(s).

Float Valve – The shut off valve actuated by a carburetor float, which controls the maximum level of the fuel in the float chamber.

Floor Pan – The section(s) of a car normally used as a supporting platform for seats and to physically separate the interior (cockpit) area from the underside of the car.

Fluid – Any material which readily flows at the specified temperature, e.g., liquids and gases at room temperature.

- Flywheel** – An engine attachment whose normal functions are to provide a gear appropriate for starter engagement, to provide a friction drive surface and attachment points for a clutch pressure plate, and to smooth the flow of power.
- Frame** – The minimal configuration of a car necessary to contain all running gear and to provide support for the body. Not present on “frameless” or “unibody” cars.
- Fuel** – The chemical mixture which, when mixed with air, is burned in an engine to produce power.
- Fuel Cell** – A crash-resistant container for the on-board fuel supply of a car.
- Fuel Distribution Unit** – A fuel injection induction system component which accomplishes the distribution of fuel to the injection nozzles.
- Fuel Injection** – A system, including mechanical and/or electrical components, whose function is to provide fuel, via pressurized nozzles, to the engine in lieu of carburetion.
- Fuel Line** – A hose or tube which conveys fuel from one point to another.
- Fuel Metering Unit** – A component of a fuel injection system which, under external control, determines the quantity of fuel supplied to the engine at any given time.
- Fuel Pickup** – The attachment to a fuel tank or fuel cell at which point the supply line(s) leading to the fuel pump(s) are attached.
- Fuel Pump** – A pump, mechanical or electromechanical, whose function is to cause the transport of fuel from the fuel cell or tank to the induction system.
- Fuel Tank** – A conventional OEM container, not of the safety fuel cell type, for the on-board fuel supply of a car.
- Gas Cap** – See Filler Cap.
- Gasket** – A sealing component of unspecified composition which is intended to prevent the leakage of a fluid (air, water, oil, etc.) at the interface between two demountable assemblies.
- Gauges** – Mechanical or electronic readouts of automotive parameters.
- Gear** – A toothed drivetrain component used, in mesh with another gear, for the transmission of rotational force.
- Generator** – An engine-driven attachment which produces direct current to replenish an on-board storage battery.
- Girdle** – A component whose purpose is the structural reinforcement of the bottom end of an engine block. It either replaces the main bearing caps with a continuous block of material containing equivalent bearing mounts or it is a continuous block of material that mates with the existing main bearing caps (which may be machined to achieve the mating).
- Grille** – The decorative covering for the grille opening.
- Grille Opening** – The opening in the front of a car, through which cooling air is ducted to the radiator(s), and in some cases, to other accessories, or to the engine.
- Ground Effects** – A term for a car design in which airflow produces a significant pressure differential between the upper and lower portions of the body/chassis, creating downforce on the assembly.
- Gudgeon Pin** – English term for piston wrist pin.
- Gurney flap** - A small tab projecting from the trailing edge of a wing, typically set at a right angle.
- Gusset** – A brace generally formed by attaching, by welding, a plate at or near the junction of two structural beams or tubes, providing reinforcement particularly in the plane including the tubes and the plate.
- H.D.** – Heavy duty.
- H.T.** – High tension. English term for spark plug voltage in regard to ignition components.
- Hand Brake** – A braking system component causing a braking action on 1 or more wheels, or on another part of the drivetrain, which may be actuated and locked in the engaged position by the driver.
- Hardship Lap** – The driver does not take a complete lap. The driver enters the track at Pit Out and exits the track at Pit In without making a complete lap.
- Hardtop** – A removable rigid substitute for a convertible or roadster top.
- Hatchback** – A hinged body component containing the rear window which, in the open position, gives access to the interior of a car from the rear.
- Head and Neck Restraint** – A protection device which attaches to the helmet and is intended to decrease neck stresses and forward head movement during an impact.
- Head Rest** – See Head Restraint.

Head Restraint – A cushioned, fixed restraining object intended to protect the driver under conditions which cause the driver's head to be thrust rearward.

Header – A multibranch exhaust system assembly, whose function is to convey the exhaust products from more than one cylinder to one or more exhaust pipes.

Header Tank – A component of an engine cooling system, generally at the top or above the radiator, which is often used as the filling point for the system.

Headlight Cover – A protective cover for headlight(s) which is part of the original configuration of the body design.

Heat Riser Tube – An attachment to an induction system which provides a source of warmed air, generally from the exhaust system, as an aid to cold running.

Heat Sink – A part of a system used to convey and dissipate heat from another part of the system.

Helicoil – A commercial repair for internal threads.

Homologation – A system whereby the manufacturer/competitor certifies that a Formula or Sports Racing car, as produced, complies with the applicable construction specifications. Compliance with the construction specifications does not certify that the car meets the class specific specifications.

Hood – The panel or assembly of panels which cover the engine compartment.

Horn – The audible signaling device with which highway cars are equipped.

Hot Terminal – The terminal of a storage battery which is not connected to the frame or chassis of the car.

Hub – A component to which a road wheel is attached, which provides support for the wheel, and has the capability, via attached internal bearings to rotate on a fixed shaft.

Hub Caps – Decorative removable attachments to the central area of road wheels.

Hub Carrier – A suspension component which provides the means for mounting a rotating wheel hub, and for attachment of suspension components and stabilizers.

Idler Shaft – A shaft which rotates, or supports another component which rotates, without itself transmitting the rotational force.

Ignition System – A system which converts on-board storage battery supply voltage into a timed sequence of high voltage pulses suitable for igniting engine combustion mixtures in a controlled manner.

Independent Suspension – A suspension system in which either wheel on the referenced end of the car can undergo its normal vertical motions without directly influencing the motions of the other wheel.

Induction System – Those engine components directly associated with the creation and conveyance of the combustible mixture, and any functional associated attachments thereto.

Injection Nozzle – The fuel induction system component through which fuel is forced under pressure to form a combustible mixture with air.

Inlet Port – The cylinder head duct leading to intake valve(s).

Insert (Strut) – The replaceable portion of a suspension strut, basically a tubular shock absorber with the necessary fastening element(s) for the upper strut mounting point.

Instrument – An indicator or readout which, when active, contains information about some aspect of car operation for driver reference.

Instrument Panel – A panel, the associated mounting bracket(s), and HVAC ducting components, located within the cockpit of a car, and in a position convenient for driver visibility, which may provide a mounting area for various gauges and controls. Also referred to as a dash pad or dash panel.

Intake – An opening through which fluid/air enters an enclosure.

Intercooler – A heat exchanger associated with a turbocharging or super-charging system, which is intended to reduce the temperature of the incoming air or air/fuel mixture, and is located in ducting between the turbo/super-charger and the engine.

IR – Individual runners. (No balance pipe, no plenum)

Jack Points – Locations on the underside of a car suitable for the application of a lifting jack.

Jack Shaft – A shaft which transfers a driving force from one element of an engine to another, such as the drive for an oil pump and/or distributor, taken from an overhead camshaft.

Jet – A carburetor aperture component which is used to meter air and/or fuel flowing into the mixing region of the carburetor by presenting restriction to the flow.

Kill Switch – See Master Switch.

Lamp – see Bulb.

L.T. – Low tension. English term for battery voltage in regard to ignition components.

Limited Slip Differential – A differential which is designed in such a way as to overcome the normal action of a differential to apply most of the available torque to the least loaded wheel, and instead to apply a significant portion of the torque to the most loaded wheel.

Linkage – A link or system of links (cables, rods, etc.) which convey a mechanical force from one location to another.

Lip-Type Rear Spoiler – A directly attached aerodynamic device which generates downforce from the action of air flowing over a single surface, creating a turbulent depression away from the direction of motion.

Lobe Center – The angular position of a camshaft, defined as that position in the rotation at which the lift of an associated tappet will be greatest.

Locked Differential – A variation of the limited slip differential in which no relative slippage of the two driven wheels is permitted under any conditions.

Lubricant – A substance which, when interposed between components moving with respect to each other, reduces friction and promotes durability. (see section 9.3 Oil and Additives)

Lubrication System – those components directly associated with the lubrication of an engine, including hoses, pumps, heat exchangers, internal engine passages, galleries, lubricant retention components, and lubricant entry and exits points, etc.

Luggage Compartment – The region within the bodywork of a car which is designated as being intended for the carrying of luggage.

Magneto – An ignition system component which generates the electrical power for ignition of combustion with a system of magnets and coils in relative motion.

Main Bearing Cap – A reciprocating engine component which has provision for nominally half of one main crankshaft bearing, and which, when attached to the engine block, may also provide lateral location for the crankshaft.

Manifold – A passive device for conveying gases into or out of an engine, generally to achieve the connection of differing numbers of ducts.

Master Cylinder – A hydraulic component of the braking system which produce positive pressure in the hydraulic lines on the application of mechanical force.

Master Switch – A safety switch which can be actuated by the driver or other to disable all operating electrical functions, without disconnecting the electrical supply to any fire system present.

McPherson Strut – (See strut type suspension) A front suspension type utilizing a strut with integral tubular shock absorber and coil spring, with the steering swivel axis that of the strut/shock. Upper location is by strut only.

Metal – An element that forms metallic bonds between its atoms, is usually shiny, is usually ductile and malleable, usually has a high melting point, is usually hard, and conducts electricity and heat well.

Metallic – A material having iridescent or specular (mirror-like) reflective qualities (e.g. aluminum foil).

Metering Rod – A carburetor component which aids in the metering of fuel flow.

Minimum Weight – Weight specified with driver, exactly as they come off the race circuit, at the conclusion of any race or qualifying session.

Mirror (Rear View) – A reflective device whose sole purpose is to enable the driver's field of vision to extend in a rearward direction.

Modify/Modification – To change a component from stock.

Monocoque – A frameless construction in which the main structure of a car is composed of a permanent assembly of panels to which the running gear, suspension and body are attached.

Motor Mount – See Engine Mount.

Mudguard – A partial fender, generally not contiguous with the car body.

Muffler – A component, whose function is to reduce the sound level from an exhaust system.

NASCAR-Style Door Bars – If installed, shall consist of one or more sidebars that intrude into the door cavity and connect the main hoop to the front hoop.

Needles (Carb) – Tapered carburetor fuel flow metering shafts, or tapered shafts used in float shutoff valves.

Nitride (Verb) – To heat process ferrous metal components so as to increase the surface hardness.

O-Ring – A seal or gasket, generally made from an elastomer or metal, in the shape of a torus with a circular cross section.

O E M – Original Equipment Manufacturer.

Throughout the GCR a part may be described as OE, OEM, After Market, or Performance Alternative rather than being described by its specific dimensions, capacities, or other by other technical criteria. The definition for these standards, OE, OEM, After Market, or Performance Alternative, are included in the GCR Technical Glossary. These definitions will control unless the subject part is more particularly described within the class or car specific rules or is specifically excepted in the GCR. The protocol for determining whether a part meets the required standard will be as follows:

OE – The described part is that which came on the vehicle or that which would be purchased from the original vehicle manufacturer or an authorized dealer for replacement. OE parts may be manufactured by different suppliers. An OE part may bear the original vehicle manufacturer's name, logo, part number or other identifier that can be used for purposes of verification. Verification may also be achieved by means of the vehicle manufacturer's repair manual or other official documentation.

OEM - The described part is manufactured by the same company that produced the part for the original vehicle manufacturer. The OEM part will be identical to the OE part other than in its markings. To be labeled or considered as an OEM part it must be of the same design as the OE part regardless of its origin. It may be compared against a known OE part (keeping in mind that there may be more than one OE supplier to a vehicle manufacturer) or other documentation from the original vehicle manufacturer.

Aftermarket – These parts are usually copied from an OE/OEM part but are likely not produced by the same manufacturer. The part shall provide the same functionality as the OE/OEM part. Documentation from the part manufacturer or other commercial publications may be considered in making a determination as to whether a part qualifies as aftermarket.

Performance Alternative-These parts are marketed or described by the manufacturer as offering an "upgrade" or performance advantage over the OE, OEM, and After Market parts that they replace. The advantage may be in any area including, but not limited to, increased power, mileage, and durability. Documentation from the part manufacturer or other commercial publications may be considered in making a determination as to whether a part qualifies as "Performance Alternative".

If during inspection the technical steward cannot readily determine whether a part meets the required definition (OE/OEM/After Market or Performance Alternative) the matter shall be referred to the CRB for a determination.

Competitors are encouraged to utilize the Compliance Review Process described in GCR Rule 8.1.4 to resolve ambiguities in advance of competition.

Offset Key – A metal drive key for coupling a shaft and a pulley, wheel, or sprocket, in which opposite radial ends of the key are offset to achieve adjustment of the phase relationship of the driving and driven parts.

OHC (Overhead Cam) – A type of reciprocating engine in which the camshaft(s) are located in the cylinder head(s), and act on the valves, either directly or through a linkage.

OHV (Overhead Valve) – A type of reciprocating engine in which the camshaft(s) are located in the engine block, and act on the valves through linkage, generally including pushrods and rocker arms.

Oil Filter – An engine accessory intended to intercept all or a portion of the lubricant circulating from the oil pump, and to remove, by trapping, solid particles from the lubricant.

Oil Galley – A passage within an engine block which carries the flowing lubricant to various internal distribution points.

Oil Line – A hose or pipe, external to the engine, which conveys lubricating oil from one point to another.

Oil Pan – An oil sump fixed to the bottom of an engine.

Oil Passage – A duct within an engine component intended to convey lubricating oil.

Oil Pump – A mechanically-driven pump designed to draw lubricant from a reservoir, or sump, and supply it under pressure to the balance of the lubrication system.

Oil Separator – Sealed inline catch tank, generally located between the crankcase vent and intake tract.

Oil Strainer – A screen surrounding the oil pickup in an engine which is intended to keep relatively large solid particles from being drawn into the pump.

Oil Sump – The container in which the return lubricant from the engine is collected to form the supply from which the pump may draw.

Orientation – Alignment relative to its major axis.

Outline – A line that marks the outer limits of an object or figure.

Overhang – The distance that the bodywork extends beyond the wheelbase at the front and rear of the car, measured from the center of the wheel.

Panhard Rod – A rear axle lateral locating device, which has one end connected via a link to the axle housing, and the other end connected to the car structure or bodywork.

Parkerizing – A commercial process in which a metal part, usually a camshaft, is treated to increase resistance to break-in scuffing.

Parking Brake – See Hand Brake.

Parking Light – A non-racing lighting component, frequently combined with lighting components of other functions, intended to illuminate the extremities of a car while parked.

Phase – The angular relationship between two rotating components, or between 1 rotating component and a periodic event.

Pickup point (Suspension) – The location of attachment of a suspension component on the frame or structure of the car. Pickup point is also referred to as “pivot axis.”

Pilot Bearing – A bearing, generally within one end of a shaft, which is intended to support another shaft under conditions of relative rotary motion.

Piston – A reciprocating engine component whose functions are to provide a partial vacuum with which to induce the flow of fuel/air into the combustion region, to convert the combustion pressures to reciprocating motion, and to expel exhaust gases.

Piston Deck Height – The distance between the top of the piston at its outer edge and the machined surface that forms the head/block interface of the block (piston).

Piston Ring – A reciprocating engine component which, when mounted on a piston, provides either sealing or oil control functions when the engine is in operation.

Pitman Arm – A steering system component which translates the rotation of the steering gears to a linear motion of steering links.

Plenum – An induction system chamber generally interposed between carburetor(s) or air intake(s) and ducts feeding ports.

Points (Ignition) – The switch portion of a distributor actuated by cam lobes, which interrupts the current flowing through the primary windings of an ignition coil, thus generating high voltage pulses which are conveyed to the spark plug.

Polish (Verb) – To reduce the roughness of a surface by mechanical, chemical, or electrochemical means.

Port – See Intake, Exhaust Ports.

Power Brakes – A braking system in which the driver-initiated mechanical force acting on a master cylinder is assisted by a servo mechanism, generally derived from manifold vacuum.

Power Steering – A steering system in which the driver-initiated force acting on the steering gears is assisted by a servo mechanism, usually involving an engine-driven hydraulic pump.

Powertrain – Consists of the combination of an internal combustion Engine and drivetrain components. The Engine specifically includes induction systems (carburation, fuel injection, forced and natural, intake manifolds) and exhaust systems (manifolds, headers, turbochargers) up thru and including the flywheel. Ancillaries such as electrical (charging or ignition) or cooling are specifically excluded.

Pressure Equalizing Device – A braking system component intended to equalize or allow adjustment of the relative pressures in separate branches of the hydraulic system (e.g. front/rear).

Pressure Plate – The clutch assembly component which provides the force necessary to couple the engine to the next component in the drivetrain through friction surfaces.

Pressure Regulator Spring – A spring whose installed force determines the pressure at which a valve or valve system will open to allow the flow of fluid.

Profile (Verb) – To measure or to reshape the contour of a camshaft lobe, rocker arm or similar component.

Propeller Shaft – See Drive Shaft.

Proportioning Valve – A braking system component intended to allow adjustment of the hydraulic pressures available in separate branches of the system (e.g., front/rear).

Pulley – A rotational attachment for a drive belt.

Pushrod – A cylindrical or tubular reciprocating engine component which transmits a reciprocating motion arising from camshaft rotation to or toward the valves.

Pushrod Tube – An engine component which encloses a pushrod in the region between the engine block and the cylinder head.

Qualifier – (a) One who receives a time, or (b) One who is waived into a race by the Race Director or Chief Steward and starts the race.

Racers Tape – Generally duct tape, an adhesive, fabric-backed tape.

Rack and Pinion – A type of steering system, or the gear components thereof, in which the rotary motions of a pinion gear attached to the steering shaft act on a rack, or linear gear.

Radiator (Cooler) – A heat exchanger intended to remove heat from engine or gear fluids.

Radius (Verb) – To contour an abrupt edge on a component by increasing the radius of the transition.

Rain Light – A light used at the rear of a race car during periods of low visibility as a warning to following cars.

Rain Tire – A racing tire intended solely for competition in wet conditions.

Ram Air – A type of induction system in which the incoming air is obtained from an extension into the airstream outside the bodywork.

Ratio (Gear) – The number of rotations of the drive shaft which produces one (1) rotation of the driven shaft(s).

Rebound – A suspension term referring to motion in the upward direction.

Reciprocating Engine – An internal combustion engine in which the driven actions of one or more pistons are converted to the rotary motion of a crankshaft.

Red Tail Light – A red light at the back of an automobile that makes it possible for the vehicle to be seen from the rear.

Relief Valve – A check valve intended to vent at a predetermined pressure differential.

Remote Reservoir Shock Absorber – Any shock absorber or dampening device which uses an externally mounted (connected either by hose or “piggy back” design) fluid and/or gas reservoir.

Removal – To take off a component.

Repair (Verb) – To remove the effect(s) of accidental damage to a component, returning it to original or legally modified dimensions and function.

Replica – A component identical to or very similar in appearance and function to the original which it replaces.

Resistor Spark Plug – An ignition system spark plug containing electrical resistance which is intended to reduce radio interference.

Restrictor, Intake – any of the following methods of restricting the volume of air entering the intake system on and internal combustion engine.

The following applies to all restrictors:

The specified ID of the restrictor is listed on the vehicle’s spec line, the engine spec line or within general engine specifications for the class. The engine air intake system must be fitted with an aluminum, (alternate materials are permitted where specified) air restrictor. The intake system is defined as an assembly of parts, including but not restricted to: the restrictor, restrictor housing, ducting, filters, air box, velocity stacks, throttle body, carburetors, manifold and manifold gasket up to the intake ports on the cylinder head. The intent of a restrictor in the system is to have a sealed system from the restrictor to the intake ports of the cylinder head. All of the air entering the intake ports shall pass through the specified restrictor. Modification or addition to any part of the intake system that allows the introduction of air into the intake ports that has not passed through the specified restrictor is prohibited.

All restrictors internal shape must be round and centered with respect to the throttle body bore or carburetor bore or intake manifold bore to which it is attached. On engines requiring a restrictor all air entering the intake ports must pass through the restrictor.

Choke – an intake restrictor (venturi) for the purpose of limiting intake air volume.

Flat Plate Intake Restrictor (FPIR) – a metal plate with a hole through which all air to the engine must pass shall be round, centered with respect to the throttle body bore or carburetor bore or intake manifold bore to which it is attached; no radiusing, chamfering or beveling of the hole is permitted. Unless otherwise specified in a category, class or individual engine specification, all flat plate restrictors must meet the following requirements (more than one plate restrictor may be required in some applications; each shall meet the requirements):

The restrictor shall be made from aluminum or sheet steel metal with a thickness range of 0.040in-0.250in. No radiusing, chamfering, or beveling of the hole is permitted. The restrictor plate must be located between the throttle body or carburetor and the engine within 4 inches of the centerline of the carburetor or fuel injection butterfly. Alternate locations may be specified in class specific rules. A steel or aluminum spacer no more than .75 inches thick may be placed between the throttle body or carburetor and the restrictor to allow for clearance of the butterfly. The hole must be the same shape and size as the throttle body or carburetor flange; no radiusing, chamfering or beveling of the hole is permitted. The restrictor plate shall be mounted on the bolts or studs used to locate the throttle body or carburetor. There shall be no movement of the restrictor plate possible when mounted. Alternate mounting may be specified in class specific rules.

Single Inlet Restrictor (SIR) – A system to limit engine performance that meets the following criteria:

The restrictor's specified ID must be maintained for a minimum length of 3.0 mm. Restrictor mounting/place-ment within the intake system is free, but must allow accessibility for measurement. It is acceptable to have some minor disassembly of the intake system to provide access to the restrictor for measurement. Measurement device and restrictor shall be similar temperatures when used.

SIR testing procedure:

The inlet side of the SIR can be cleared of debris that would hinder the proper sealing of the designated SIR Ball. Pressure sensors present inside the intake system must be disconnected. The SIR stall test is to be administered with the idle of the vehicle set at 2500 RPM. The competitor must be prepared to set the RPM at a sustained 2500rpm. The competitor may not be inside the vehicle during testing. The competitor should be prepared to perform the test at full operating temperature or cold. Testing should be accomplished with a stopwatch and measured from the time of insertion of the SIR test ball to the time the crank stops moving. If the vehicle stalls within 4 seconds, the vehicle is deemed compliant of the stall test. In the event of a failed stall test, run the engine to clear any accumulated fuel in the Plenum. At this point, the test is to be repeated two (and only two) more times and it must pass both times. All parts of the intake system, must withstand all three of the possible stall tests without modification or repair to any part of the system. If the system suffers damage that prohibits the system from achieving a compliant result it cannot be repaired to conduct subsequent tests. The system is to be tested as is and the result is considered "as qualified or raced". It is the responsibility of the competitor to present a system that can withstand every possible scenario that would or could result in a failed SIR stall test. The intake system shall be visually inspected for devices and design that could result in induction of additional air that did not pass through the SIR; other procedures may be used to determine if an unauthorized means is being used to stall the vehicle or to allow air to bypass the SIR Introduction of air behind the SIR by any means is prohibited. All inspections must be done in "as qualified or raced" condition.

Supercharger Inlet Restrictor (SCIR) - The restrictor's specified ID must be maintained for at least 3.0 mm. This 3.0 mm restrictor segment shall be placed within 50 mm of the rotating section (impeller assembly) of the pressurizing unit.

Throttle Body Restrictor (TBR) - All throttle body (TBR) restrictor plates must be made of aluminum, and must be a minimum of 0.375 inch thick and a maximum of 0.500 inch thick. The maximum inlet radius must be 0.375 inch. The remainder of the restrictor bore must maintain the required diameter. No other radiusing, tapering or chamfering is allowed. It must be mounted directly in front of the inlet (primary) side of the throttle body.

Turbo Inlet Restrictor (TIR) – The restrictor's specified ID must be maintained for at least 3.0 mm. This 3.0 mm restrictor segment shall be placed within 50 mm of the rotating section (impeller assembly) of the pressurizing unit. On engines where the approved turbo prohibits meeting this distance, different locations may be approved by the CRB on a case-by-case basis. If an alternative location is approved, the entire restrictor assembly shall have a maximum length of 50 mm. There shall be no other provisions for airflow to the turbocharger other than through this single orifice.

Venturi Restrictor- see venturi and choke.

Ride Height – The distance from level ground to the specified portion of the car, with the tires, wheels, air pressure, etc., as normally raced. To be measured without driver.

Rim Width – The distance between the opposing lateral sides of a road wheel in the region where the bead of a tire seats. Measuring method per tire and rim association standard.

Ring Gear – The main driven gear in a final drive assembly, driven by a pinion gear. Also the starter engagement gear on a flywheel.

Rocker Arm – A valve train component which transfers the motions of the camshaft, often with a multiplication of travel, to a valve.

Rocker Cover – See Valve Cover.

Rocker Panel – The body panel closest to the ground extending along either outer side of a car between the wheels.

Rod End – A load-bearing threaded mechanical coupling with angular freedom of the relative axes and which allows rotation of the inner portion with respect to the outer, i.e. spherical bearing.

Roll Bar – A safety device designed to protect the driver from injury in the event of a roll over accident. See Section 9.4.

Roll Cage – An extension of a minimal roll bar, designed to protect the driver from injury from accidental forces in several directions. See Section 9.4.

Roller Cam Follower – An engine component (tappet) which utilizes a rolling member to contact the camshaft.

Rotary Engine – A non-reciprocating engine of the NSU-Wankel type.

Rotary Engine Rotor – The main rotating component of a rotary engine, which essentially accomplishes the compression, power delivery and exhaust functions of a reciprocating engine in constrained rotation in a specially shaped housing.

Rotary Piston – See Rotary Engine Rotor.

Rotor Housing – The housing of a rotary engine in which the rotor rotates. Analogous to the engine block of a reciprocating engine.

Rub Strip – Expendable material added to bottom of a car to prevent contact with the road surface from damaging non-expendable portions of the car.

Runner – A duct of an induction system leading to the cylinder head.

Running Light – A signaling light of specified size and location, which can be activated by driver control, and is intended to improve the ability of other drivers to detect the signaling car.

Scattershield – A stationary safety device intended to protect the driver in the event of catastrophic clutch/flywheel failure.

Scraper – A passive internal attachment to an oil pan whose purpose is to control the return flow of lubricant by removing it from the rotating crankshaft.

Seal – A conformable sealing component generally used to inhibit the passage of fluids along the shafts of moving parts, such as valves, master cylinders, etc.

Seat Belt – A safety strap, generally containing the attachment/release mechanism for all other safety straps, intended to restrain the driver against forces tending to move the driver. See Section 9.3. Driver's Restraint System.

Section Width – The lateral cross section of a tire, sidewall to sidewall.

Servo Assist – The application of mechanical assistance, through vacuum or hydraulic or other external action, to reduce the forces required from the driver.

Shaved Tread – A tire tread which has been abraded or cut to reduce the tread depth.

Shift Fork – A transmission or transaxle component which directly moves gears into engagement or disengagement in response to driver actions.

Shock Absorber – A device intended to dampen the actions of road springs.

Short Shift Kit – A mechanical modification or replacement of shift lever or shift linkage parts only, to modify the throw of the shifter. It does not change the pattern, syncros, gear ratios, gears, bearings or any other internal parts from the original.

Shot Blasting – See Shot Peening.

Shot/Glass Peening – A treatment, consisting of impelling small glass or metal balls into metal parts, intended to reduce stresses in components.

Shoulder Harness – A safety strap assembly intended to restrain the driver's upper body under conditions of rapid reduction of forward velocity. See Section 9.3. Driver's Restraint System.

Side Marker Light – A small light fixture normally mounted on the side of a fender, which is intended to make the car more readily visible from the side under appropriate conditions.

Single Inlet Restrictor (SIR) – See Restrictor, Intake.

Silent – Electronics term used exclusively in reference to the prohibition of data transfer between a car's OEM and/or aftermarket electronic components. Devices connected to any OEM CAN bus are permitted to only accept data output and are prohibited from sending any signal, protocol, activation command, or information in any configuration to the ECU or any other OEM or aftermarket electronic component. Such devices are not permitted to use the car's CAN bus for any purpose other than data gathering.

Signal Light – A light fixture used to signal turns or, in some cases, stops.

Slave Cylinder – A hydraulic system component which achieves the conversion of hydraulic pressure to mechanical force, usually to accomplish a disengagement of the clutch.

Space Frame – An automotive frame constructed of multiple small tubes. See also Tube Frame.

Spark Plug – An engine component which, by means of high voltage supplied by an ignition system, initiates the combustion of the air/fuel mixture.

Specification – A detailed presentation of parameters which determine the performance or suitability of a system or assembly of systems to accomplish design goals.

Spherical Bearing – A load-bearing connector in which the central portion is convex and the outer portion is concave, allowing both angular displacements of the axes and relative rotation.

Spider Gears – Components of the torque division section of a conventional differential gear assembly.

Spindle (Stub Axle) – The shaft, and integral assembly supporting a wheel hub, and often, braking and/or steering components.

Spoiler – A panel attached to the body of a car at the front or rear, intended to alter the airflow around or under that end of the car when in motion.

Spring Cap – See Valve Spring Retainer.

Spring Shock – A suspension assembly containing a coil spring surrounding a tubular shock absorber.

Spring Washer – A spacer designed to exert force against securing pressure, thus reducing the tendency of an attached threaded fastener to separate.

Sprocket – A gear made specifically for use with a drive chain.

Stabilizer – An attachment to the suspension system, not usually part of the suspension, which aids in maintaining the relative alignment of a wheel or wheels to the car.

Starter (Self Starter) – An electrical device which is used to initiate normal engine operation by converting electrical energy into mechanical rotation of the engine.

Starter Ring – The gear on the outer periphery of a flywheel for application of drive from a starter.

Stayrod – A rigid reinforcement bar or rod interconnecting opposite sides of a car at structurally significant locations.

Steering – The mechanical system of components that allow a wheel to be turned side to side to follow the desired course of its driver.

Steering Arm – The rigid link in a steering system which conveys the steering action from the steering gears and linkage to a wheel assembly.

Steering Column – The shaft forming the connection between the steering wheel and the steering gear, through which driver-initiated steering motions are transmitted.

Steering Linkage – The various components, exclusive of gears, steering column and steering wheel, which transmit the driver's steering motions to the steered wheels.

Steering Lock – The degree of turning motion given to the steering wheel, and hence to the steered wheels. "Full lock" denotes the maximum available turning angle.

Steering Lock Mechanism – An antitheft device used to lock the steering shaft or wheel when the ignition key is withdrawn.

Stewards of the Course (SOC) – The location on track where incidents are investigated by the stewards, may also be called Black Flag Station.

Stock – In the exact same state or location as supplied by the original manufacturer.

Streamlining – Smoothing the airflow over a portion of the car.

Stroke – The length of travel of an engine piston from uppermost to lowermost positions.

Strut (Stabilizer) – A rigid beam used to assist in the location of suspension components.

Strut Type Suspension – Strut suspension consists of three pivoting attachment points including a single upper attachment point, the spindle being mounted on a telescoping post with no vertical movement at the top attachment point.

Stub Axle – See Spindle.

SU-type Carburetor – Any single barrel automotive-type side draft, overhead sliding piston type carburetor regardless of manufacturer.

Sub-frame/Cross Member – A component attached to the frame or structure of a car in order to augment its strength while at the same time serving as a platform for mounting suspension and drivetrain components.

Substitution – To remove a component and replace it with another.

Surround – To enclose on all sides.

Sunroof – A movable panel in the roof of a car, which may normally be partially opened from within the car.

Supercharger – An induction system compressor component, mechanically driven from the engine, which provides forced flow of the fuel/air mixture into the engine by the generation of positive pressure.

Suspension – A mechanical system of components controlling vertical motion and connecting the axle housing and wheels to the chassis of a car.

Suspension Bushing – A hollow cylindrical mounting component which acts as a bearing, allowing constrained motion, between a suspension component and attachment point.

Suspension Control Arm – A beam or frame intended to limit the normal motion of the affected suspension part to predetermined paths.

Swaged Fitting – A tubing fitting which utilizes some form of extrusion of the tubing to form a seal against the leakage of pressurized fluid from within the tubing.

Sway Bar – See Anti Roll Bar.

Synchronizer – A transmission component which aids in matching speeds of 2-gears as they are engaged.

System – An assembly of components with an identifiable primary function.

T-type Top – A body design in which the roof contains, above the front seats, 2 removable panels separated by a fixed section which joins to the balance of the roof.

Taillight – The running (parking) light assembly at the rear of a car, which may include lights with stop and/or turn signaling functions.

Tap (Verb) – To cut threads in a hole to retain a stud or bolt with threads of matching pitch and diameter.

Tappet – (Cam follower, valve lifter) An engine component which, in contact with the camshaft, follows its rotating profile, resulting in a programmed reciprocating motion suitable for actuating valves.

Targa-Type Top – An automotive roof design in which the area over the front seats is removable.

T D C – Top dead center, referring to the rotational position of the crankshaft when the number one piston is farthest from the crankshaft.

Tender Spring – A spring used to capture the spring with the perches at full droop and are completely compressed when the car is at static ride height. Static ride height shall be determined with driver seated in the normal driving position.

Thermostat – An engine cooling system regulator device which is intended to control the temperature of the coolant by modulating the flow through an aperture.

Throttle Body - A device mechanically and/or electrically controlled by driver input, located on the intake side of the fuel induction system which regulates the volume of air and/or air fuel mixture flowing into the engine. On Throttle body induction systems all air entering the induction system must pass through the throttle body.

Throttle Butterfly – An induction system component which may effectively vary the area of the induction port when turned (in response to driver input) from parallel to the flow in the port ("full throttle"), to almost perpendicular to the flow ("closed throttle").

Throwout Bearing – A bearing which, in response to driver actuation, accomplishes the application of the force needed to release the friction clutch through the actuation of the pressure plate.

Tie Rod – The link connecting a portion of the steering system which is fixed to the chassis to a sprung wheel.

Time (Verb) – To adjust the phase relationship of ignition and crankshaft, or of camshaft(s) and crankshaft.

Timing Belt – A toothed belt used, with appropriate pulleys, to convey drive force in a synchronous manner from the crankshaft to one or more camshafts.

Timing Gear – The engine gear or sprocket attached to a camshaft and driven by the crankshaft via gear(s) or chain.

Tire Tread – The portion of a tire containing the material intended to be in road contact while a car is in straight-ahead motion.

Toe (-In, -Out) – The measure of the position of the wheels on either axle of a car with respect to each other, with reference to the fore/aft direction.

Tonneau Cover – A cover for the passenger portion of an open car.

Top (Removable) – A removable covering for an open car, normally supplied for protection against the elements.

Torque Biasing Differential – A form of limited slip differential.

Torque Converter – An engine-driven power transmission device which couples driving and driven shafts with a variable speed reduction.

Torque Suppressor – See Engine Steady Bar.

Torsion Bar – A bar or beam intended to act as a springing medium, in which the "springing" is derived from resistance to twisting along the main axis of the bar.

Track – The distance between the center of the rims of two wheels at one end of a car, with any angular adjustments at normal settings and steered wheels in the straight ahead position.

Traction Bar – A longitudinal link to an axle housing or hub carrier which resists torque reaction from the driven wheel(s) by acting in compression or tension.

Traction Control – Any system that employs electronic signals to reduce wheel spin, independent of direct driver inputs. To achieve their goal, such systems may, for example, reduce engine speed, reduce fuel flow, selectively apply braking, or modify differential input.

Trailing Arm – A wheel control linkage locating the wheel in the fore/aft direction, which is attached to the car structure at the forward end of the arm, and to the wheel carrier at the rear of the arm.

Transaxle – A component containing the mechanisms necessary to achieve the combined functions of a transmission and a differential.

Transistor Ignition – A system of ignition in which electronic components are utilized.

Translucent – Permitting the passage of a reasonable amount of visible light. In the case of fluid containers, permitting the visual assessment of fluid levels by observing these through the container.

Transmission (Gearbox) – An assembly of driver-selectable gears in an independent housing, located between the engine and driven wheels, whose function is to alter the rotational velocity reaching the wheels.

Transmission Short Shift Kit – see Short Shift Kit.

Transparent – Offering very little resistance to the passage of visible light, suitable for use in the line of sight.

Transverse Engine – An engine located in a car such that the crankshaft centerline is nominally perpendicular to the normal direction of car motion.

Trim – Coverings or attachments whose function is solely cosmetic.

Trued Tread – The tread of a tire which has been cut after mounting on a wheel so as to ensure that the surface of the tread is equidistant from the center of the wheel at all angles of rotation.

Trumpet – See Velocity Stack.

Trunk Area – The spare tire and/or luggage region inside the body of a car.

Tub – The central contiguous assembly of stressed panels which form the basic structure of a frameless car.

Tub-based (non tube-frame) Car – A non-tube frame car has a stock floor pan, firewall, door pillars, sills, wind-shields conforming to stock profile, and window frames, etc.

Tube Frame Car – A car intended solely for racing, whose main structure or frame is fabricated from an assembly of tubes welded into the desired configuration.

Tuftriding – A commercial surface hardening process for ferrous metals.

Turbo Boost Control – An adjustment which causes a change in the degree of turbo boost available.

Turbo Inlet Restrictor – See Restrictor, Intake.

Turbocharger – An induction system compressor component, driven by exhaust gases from the engine, which provides forced flow of the fuel/air mixture into the engine by means of positive pressure.

Undertray (Belly Pan) – An attachment to the underside of a car intended to smooth airflow and/or to offer driver protection in this region of the car.

Unibody – A type of construction in which the main car structure is fabricated from an assembly of panels and reinforcements, permanently fastened together, generally by welding, into a single unit.

Universal Joint – A mechanical drivetrain component which permits a change in direction of the axis of rotation conveying the force.

Unswpt Volume – The enclosed volume existing in a cylinder/cylinder head with the piston at its closest approach to the cylinder head.

Vacuum Advance Mechanism – An ignition distributor mechanism which, under the influence of manifold vacuum, changes the ignition timing in a prescribed fashion.

Valance – Bodywork welded or bolted to the cars body/structure, at the front or rear of a car, normally but not always located behind and/or below the bumper.

Valve – A reciprocating engine component, consisting of head and a stem, which may be opened or sealed in phase with crankshaft rotation, so as to control the induction of fuel/air mixtures or the exhaust of products of the combustion process.

Valve Cover – A cylinder head attachment whose function is to contain lubricants and to protect the valve actuation mechanism from outside contaminants.

Valve Guide – A sleeve bearing whose function is to provide axial location of a valve, while allowing normal reciprocating motions.

Valve Head – the portion of the valve that is larger than the stem.

Valve Keeper – The component, generally two-piece, which secures the valve spring retainer to the valve stem in a cylinder head.

Valve Relief – A cutout in a piston crown to allow close approach of a valve.

Valve Seat – The area in a cylinder head in which the head of a valve under spring pressure forms a gas seal.

Valve Size – The diameter of the head of a valve.

- Valve Spring Retainer (Collar)** – A valve train component which serves the dual purpose of containing the outer end of the valve spring(s), and, by means of valve keepers, connecting the valve stem to the spring.
- Valve Spring Shim** – A valve train component whose purpose is to allow the adjustment of the seated valve spring pressure by effectively changing its seated length.
- Valve Stem (Engine)** – The shaft portion of a reciprocating engine poppet valve.
- Valve Stem (Wheel)** – The attachment to a road wheel through which pressurizing air is admitted/released.
- Vapor Lock** – A condition in the fuel delivery system caused by the existence of vapors, rather than liquid fuel, in the fuel pump, resulting in abnormal fuel delivery.
- Variable Ratio Drive** – A power transmission device in which at fixed input shaft rotational velocity the rotational velocity of the driven shaft is continuously variable over a prescribed range of ratios.
- Velocity Stack (Air Horn/Trumpet)** – An induction system attachment, generally in the form of a cylindrical flare, used to alter the dynamic coupling between carburetor and the mass of incoming air.
- Vent** – An aperture which allows pressure equalization between a semi-sealed volume and the outside of this volume by providing a flow path for gases.
- Ventilation** – Cooling a component by an intentional flow of air, or modifying a component so as to facilitate this process.
- Venturi** – A region of constriction in an air duct of a carburetor in which, through the actions of incoming air flow, a reduced pressure is created to induce the inflow of fuel through one or more jets. Also see Restrictor, Intake.
- Vibration Dampener** – Generally a rubber-mounted rotating circular disc or pulley whose function is to reduce the amplitude of vibrations in the mechanism or part to which it is attached.
- Visible** – Capable of being seen, perceptible to the eye, apparent, evident.
- Voltage Regulator** – An electronic or electromechanical device intended to regulate the charging actions of an alternator or generator.
- Warmup Session** – A warmup session is a time certain session of laps that are intended to allow drivers to test their vehicles prior to race sessions.
- Watts Linkage** – A rear axle lateral location system which employs a frame/body-mounted central pivoting attachment (bell crank) for 2 lateral links, whose opposite ends are attached to either end of the axle housing or vice versa.
- Wave Washer** – A thin, continuous spring washer.
- Welding** – The process of fusing one or more components into a single unit by means other than adhesives or fasteners (i.e. TIG, MIG, soldering, brazing, etc.).
- Wheel** – Flange and Rim.
- Wheel (Steering)** – The cockpit-mounted control device, normally circular, which allows the driver to exert manual force with which to control the car's direction of motion.
- Wheel Cover** – A removable decorative covering for a road wheel.
- Wheel Cylinder** – A hydraulic component of the braking system, which produces mechanical force at the wheel brakes in response to positive hydraulic pressure.
- Wheel Fan** – An integral part of or attachment to a wheel assembly with blade-like elements, intended to improve brake cooling.
- Wheel Spacer** – A plate of unspecified thickness or material which is mounted between a road wheel and hub to increase the distance from the inside of the wheel to the hub, thereby increasing track.
- Wheel Trim Rings** – Decorative removable attachments to road wheels effectively covering the rim area of the wheels.
- Wheel Well** – The volume under a fender.
- Wheelbase** – The distance between the centers of the front and rear wheels of a car, with the front wheels in the straight-ahead position.
- Wickerbill** - (see Gurney flap)
- Windage Tray** – An internal baffle attachment to an engine oil pan which is intended to help maintain a sufficient supply of lubricant at the location of the oil pickup under cornering, braking or acceleration.

Windows: –

- A. Door or Side – The opening where the window normally is raised or lowered in a door. Does not include a “vent” window whether fixed or movable.
- B. Quarter (1/4) – On a 2-door or 4-door vehicle, the window to the rear of the rearmost door. Such windows are not generally raised or lowered, but they may be hinged and open to the rear. Quarter windows are not “rear” windows.
- C. Rear – Rear windows are positioned at right angles to the longitudinal axis of the car.

Windshield (Windscreen) – An attachment to the bodywork of a car intended to divert the flow of air from forward motion without obstructing forward vision.

Windshield Pillar – A body component which extends nominally upward from the cowl area, forming one supporting attachment for the windshield.

Wing – An aerodynamic attachment to the structure of a car specifically intended to generate downforce from the action of air flowing over the upper and lower surfaces, creating a pressure differential.

Wiring Harness – Bundles of electrical wires which provide the electrical links in a car.

Wishbone Type Susp. – A form of suspension in which the lower (and often upper) locating links are in the form of a wishbone or “A-frame”, and provide the lateral and at least a portion of the fore/aft wheel location.

Working Chamber – The volume in a rotary engine which is defined by the case and the two adjacent rotor tip seals, and which will vary in capacity with position in rotation.

Worm and Sector – A steering gear type in which the steering forces from the driver are transmitted to the steering linkage via a worm gear and a sector gear in mesh.

Wrist Pin – The one-piece physical link between a connecting rod and a piston.

Zerk Fitting (Grease gun fitting) – A small check valve attachment to a bearing housing through which pressurized lubricant may be applied to the bearing.

APPENDIX G. FACTS, FORMULAS, AND MEASUREMENT STANDARDS

1. FACTS AND FORMULAS TO BE USED AT ALL SCCA EVENTS

$$1 \text{ inch} = 2.54 \text{ cm} = 25.4 \text{ mm}$$

$$1 \text{ cubic inch} = 16.387 \text{ cubic cm}$$

$$1 \text{ millimeter} = .03937 \text{ inch}$$

$$1 \text{ kilometer} = 1000 \text{ meters} = .62137 \text{ mile} = 1093.6 \text{ yards}$$

$$1 \text{ mile} = 1,760 \text{ yards} = 1.60934 \text{ kilometers}$$

$$\text{Miles per hour} = \text{kilometers per hour} \times .62137$$

$$\text{Kilometers per hour} = \text{miles per hour} \times 1.60934$$

$$1 \text{ cubic centimeter} = .061 \text{ cubic inch}$$

$$1 \text{ liter} = 61.03 \text{ cubic inches} = 1000 \text{ cubic centimeters (cc)}$$

$$1 \text{ kilogram} = 2.21 \text{ pounds}$$

$$1 \text{ pound} = 453.6 \text{ grams}$$

$$\text{Cylinder volume (displacement)} =$$

$$\frac{3.1416 \times \text{bore} \times \text{bore} \times \text{stroke}}{4}$$

$$\text{Engine displacement} = \text{Cylinder volume times number of cylinders}$$

$$\text{Compression ratio} = \frac{V1 + V2}{V2}$$

Where V1 is total volume of one cylinder:

sum of swept plus unswept volumes.

V2 is enclosed volume existing in a cylinder/cylinder head
with the piston at its closest approach to the cylinder head.

$$\text{Piston speed (ft. per min.)} = 2 \times \text{RPM} \times \text{stroke in feet}$$

$$\text{Brake Horsepower (BHP)} = \frac{\text{RPM} \times \text{torque (in lbs ft.)}}{5252}$$

Note: Formula is actually: $6.28 \times \text{RPM} \times \text{torque}$

$$33,000$$

$$6.28 \text{ into } 33,000 \text{ we get } 5250$$

$$\text{Torque} = \text{BMEP} \times \text{Swept volume (in cc)}$$

$$2473$$

$$\text{Frontal Area (for figuring air resistance)} = T \times H \text{ (square feet)}$$

$$144$$

Where T is front tread in inches, H is overall height in inches.

$$\text{MPH} = \frac{\text{RPM} \times \text{wheel diameter (in inches)}}{\text{gear ratio} \times 336}$$

Note: Wheel diameter is overall diameter of the inflated tire, not the nominal diameter of the wheel.

2. MEASUREMENT STANDARDS

The following specifications shall meet the standards set below unless otherwise specified or unrestricted in the individual category or class preparation rules. Any specification not listed herein shall meet stock factory specifications unless otherwise specified or unrestricted in the individual category or class preparation rules. For these specifications, the tolerance shall be equivalent to $\frac{1}{2}$ of the final digit of the specification (e.g. .01" tolerance equals $\pm .005$ "). Absolute maximum means tolerances of +0.000 inches or +0.00 millimeters. Absolute minimum means a tolerance of -0.000 inches or -0.00 millimeters. Measuring devices available to scrutineers differ from location to location so it is the responsibility of the driver to insure that measurements comply with these rules.

1. Weight is absolute minimum. Any vehicle minimum weight that is not a whole number shall be rounded to the nearest whole number as follows: fractional weights ending in .50 pound or above round up to the next whole number; fractional weights .49 pound and below round down to the next whole number.
2. Track is absolute maximum.
3. Rim width and diameter are absolute maximums.
4. Wheelbase has a tolerance of ± 1.0 "
5. Valve size is absolute maximum +0.1 mm.
6. Throttle bore and/or venturi size and intake restrictor size is absolute maximum.
7. Drum brake size is nominal i.d. plus manufacturer's "turning" tolerance.
8. Disk brake rotor diameter has a tolerance of +0.1".
9. Engine cylinder bore is absolute maximum before allowable overbore.
10. Engine stroke length is absolute maximum +0.1 mm.
11. Valve lift is absolute maximum.
12. Compression ratio is absolute maximum
13. Dielectric Constant has a tolerance of +0.2. (G-01 and FTK-01 meters) or +2 (DT-47FT and FT-64 meters).

3. MEASURING COURSES

The official length of a course shall be measured along the centerline of the road.

4. MEASURING TRACK

Track is the distance between the centerlines of the wheels as raced, without driver, measured at a horizontal plane through the wheel hub centerline. Alternatively, it may be measured from the inside of one wheel at the hub centerline height to the outside of the other wheel, then conversely from the outside of the first wheel at hub centerline to the inside of the second wheel. The 2 dimensions obtained are to be added together and divided by 2 to obtain the average. Measurements are to be taken at both front and rear of the wheels and averaged to compensate for toe-in/out. Under certain circumstances it may be preferable to measure from the outside of one wheel to the outside of another and from this dimension deduct the thickness of one wheel. This should be repeated 180° opposite to the first measurement and the two dimensions averaged.

5. MEASURING WINGS

For all Formula and Sport Racing cars and unless otherwise specified in the applicable rules the measurement of aero dynamic devices and reference areas shall include end plates but not include fasteners as long as the fasteners serve no other purpose. Fasteners may protrude no more than 1/2" from the mounting surface.

APPENDIX I. 2007 ROLL CAGE RULES

This appendix is present so that cages in cars with logbooks from 2007 and earlier can be verified for compliance with the construction rules required at the time the car was built.

9.4. DRIVER PROTECTION STRUCTURES

These general specifications are for all automobiles. Roll cages are required in all automobiles.

Roll cages may be of two (2) designs, low front hoop (top of steering wheel) or high front hoop (top of windshield). Specific installations are subject to approval by the Technical and Safety Inspectors at each event.

The Technical Staff of Club Racing shall have the responsibility to ensure specification compliance with SCCA safety standards. To that end, the Technical Staff of Club Racing may or may not accept alternate construction standards from any source that significantly vary from SCCA standards of protection.

9.4.1. BASIC DESIGN CONSIDERATIONS

- A. The basic purpose of the roll cage is to protect the driver if the car turns over, runs into an obstacle such as a guardrail or catch fence, or is struck by another car. It shall be designed to withstand compression forces from the weight of the car coming down on the rollover structure and to take fore/aft and lateral loads resulting from the car skidding along on its rollover structure.
- B. Forward braces and portions of the main hoop subject to contact by the driver's helmet (as seated normally and restrained by seatbelt/shoulder harness) shall be padded with non-resilient material such as Ethafoam® or Ensolite® with a minimum thickness of one-half (1/2) inch. Padding meeting SFI spec 45.1 or FIA 8857-2001 is strongly recommended.
- C. No portion of the safety roll cage shall have an aerodynamic effect by creating a vertical thrust.
- D. Roll cage or chassis design shall prevent engine intrusion into the driver compartment.

E. Material:

- 1. Seamless, or DOM (Drawn Over Mandrel) mild steel tubing (SAE 1010, 1020, 1025) or equivalent, or alloy steel tubing (SAE, 4130) shall be used for all roll cage structures. Proof of use of alloy steel is the responsibility of the entrant.

- 2. Minimum tubing sizes (all Formula, Sports Racing, GT, and Production Category automobiles, and all automobiles registered prior to June 1, 1994) for all required roll cage elements (All dimensions in inches):

Vehicle Weight Without Driver	Mild Steel	Material	Alloy Steel
Up to 1500 lbs.	1.375 x .095		1.375 x .080
1500-2500 lbs.	1.50 x .095		1.375 x .095
Over 2500 lbs.	1.50 x .120		1.50 x .095
	1.625 x .120		
	1.75 x .095		

- 3. Minimum tubing sizes for (all Showroom Stock, Touring and Improved Touring Category automobiles registered after June 1, 1994) for all required roll cage elements (All dimensions in inches):

Up to 1500 lbs.	1.375 x .095 DOM / Seamless / Alloy
1501-2200 lbs.	1.500 x .095 DOM / Seamless / Alloy
2201-3000 lbs.	1.500 x .120 DOM / Seamless / Alloy
	1.625 x .120 DOM / Seamless / Alloy
	1.750 x .095 DOM / Seamless / Alloy
(American Sedans may construct to these specs regardless of weight.)	
3001-4000 lbs.	1.750 x .120 DOM / Seamless / Alloy
Over 4000 lbs.	2.000 x .120 DOM / Seamless / Alloy

Note: ERW tubing is not permitted in any car registered after 1/1/2003.

Main hoop: 4 bends max., totaling 180° ± 10°

Front hoop: 4 bends max. or

Front downtubes: 2 bends max.

Rear hoop supports: No bends.

If any of the above bend requirements cannot be met, all components of the roll cage shall be fabricated from the tubing size(s) listed for the next heavier category of automobiles.

- 4. For purposes of determining tubing sizes, the vehicle weight is as raced without fuel and driver. The minus tolerance for wall thickness should not be less than .010" below the nominal thickness. Improved Touring roll cage tubing size are to be calculated based on the published vehicle weight minus 180 lbs.

5. An inspection hole at least 3/16 inch diameter, but no greater than 1/4 inch diameter shall be drilled in a non-critical area of the front and rear hoop as well as the one of the supplemental braces to facilitate verification of wall thickness. Formula Cars and Sports Racers with alternate roll structures are not required to have inspection holes, the wall thickness will be indicated on the back of the homologation certificate.

F. General Construction

1. One (1) continuous length of tubing shall be used for the main hoop member with smooth continuous bends and no evidence of crimping or wall failure. The radius of bends in the roll cage hoop (measured at centerline of tubing) shall not be less than three (3) times the diameter of the tubing. Whenever possible, the roll cage hoop should start from the floor of the car, and, in the case of tube frame construction, be attached to the chassis tubes by means of gussets or sheet metal webs with support tubes beneath the joints to distribute the loads. It is recommended that gussets be used.
2. Welding shall conform to American Welding Society D1.1:2002, Structural Welding Code, Steel Chapter 10, Tubular Structures. Whenever D1.1 refers to "the Engineer" this shall be interpreted to be the owner of the vehicle. Welds shall be continuous around the entire tubular structure.

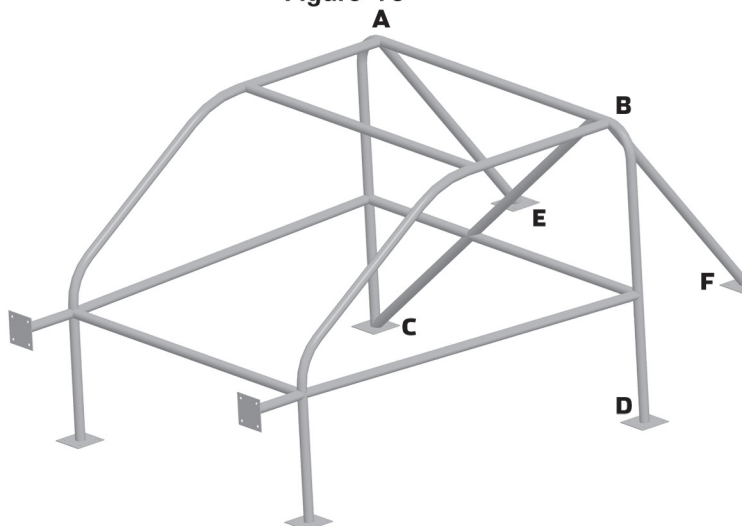
All welds shall be visually inspected and shall be acceptable if the following conditions are satisfied:

- a. The weld shall have no cracks.
 - b. Thorough fusion shall exist between weld metal and base metal.
 - c. All craters shall be filled to the cross section of the weld.
 - d. Undercut shall be no more than 0.01 inch deep.
3. Aluminum bronze or silicon bronze welding technique is permitted, but extreme care shall be used in preparation of parts before bronze welding and in the design of the attaching joints.

9.4.2. SHOWROOM STOCK ROLL CAGE

- A. Full width roll cages are required in all Showroom Stock automobiles. Roll cages installed in Showroom Stock automobiles are for driver safety and shall be contained entirely within the driver/passenger compartment without removing any panel or accessory not specifically authorized in these rules. The carpet/padding may be cut around the mounting base plates.
 1. The cage need not be removable. It shall be bolted and/or welded to the car.
 2. It shall attach to the car at no more than eight (8) points, consisting of the basic cage with six (6) points and two optional braces.
 3. The forward part of the cage shall be mounted to the floor of the vehicle. In addition, if the two optional braces referred to in item 2, above are utilized they shall be mounted, one on either side, from the forward section of the cage to the firewall or front fender wells (see figure 16). No braces shall pass through the front firewall.
 4. Rollcage gussets shall be no thicker than .125". A maximum of two gussets per rollcage joint are allowed.
- B. Removable roll cages and braces shall be very carefully designed and constructed to be at least as strong as a permanent installation. If one tube fits inside another tube to facilitate removal, the removable portion shall fit tightly and shall bottom by design and at least two (2) bolts shall be used to secure each such joint. The telescope section shall be at least eight (8) inches in length except for the door bars which shall be a minimum of four (4) inches in length. Minimum bolt diameter is 3/8 inches.
- C. For tubing sizes for front and main hoop and all required bracing, see 9.4.1.E.3.

Figure 16



Improved Touring diagonal: tube A-D or B-C is required
Six point minimum, eight point maximum

D. Main Roll Hoop:

1. Main roll hoop (behind the driver) shall extend the full width of the driver/passenger compartment and shall be as near the roof as possible. It shall incorporate a diagonal lateral brace to prevent lateral distortion of the hoop (See figure 16). Any number of additional reinforcing bars are permitted within the structure of the cage. It is required that the horizontal brace behind the driver's seat (described in Section 9.4.2.J.) continue from the diagonal to the passenger side main hoop upright or that a second diagonal be installed in the main hoop.

E. Front Roll Hoops:

1. The front or side hoops shall follow the line of the front pillars to the top of the windshield (as close to the roof as possible) then horizontally to the rear attaching to the main hoop. These two side hoops are to be connected together by a tube over the top of the windshield, or
2. A front hoop following the line of the front pillars and connected by horizontal bars to the main hoop on each side at the top may be used, or
3. A top "halo" hoop following the roof line from the main hoop to the windshield with forward down tubes following the line of the front pillars to the floor.
4. The front or side hoops may extend through the dash pad. This includes the forward part of the door panel if it is an extension of the dash panel.
5. One (1) bar is recommended in a horizontal plane between forward cage braces in the dash area.

F. Bracing:

The main roll hoop shall have two braces extending to the rear attaching to the frame or chassis. Braces shall be attached as near as possible to the top of the main hoop not more than six (6) inches below the top and at an included angle of at least thirty (30) degrees. On cars where the rear window/bulkhead prohibits the installation of rear braces (e.g., Honda del Sol), the main hoop shall be attached to the body by plates welded to the cage and bolted to the stock shoulder harness mounting points. This installation design must also incorporate a diagonal bar connecting the top of the main hoop to the lower front passenger side mounting point ("Petty Bar").

1. Rear hoop braces may pass through the factory bulkhead or panel separating the driver/passenger compartment from the trunk/cargo area/, fuel tank/fuel cell area, provided the bulkhead is sealed around said cage braces. Metal tape may be used to seal the openings between the bulkhead and the tubes.

G. Side Protection:

Two (2) side tubes connecting the front and rear hoops across both door openings are mandatory. Door side tubes may extend into the door. NASCAR-style side protection, or one bar bisecting another to form an "X" is permitted. The door window glass, window operating mechanism, inner door trim panel, armrest, map pockets, and inside door latch/lock operating mechanism may be removed and the inner door structural panel may be modified, but not removed to facilitate this type of side protection. The stock side impact beam and the outside door latch/lock operating mechanism shall not be removed or modified.

- H. Mounting Plates:
 1. Each mounting plate shall be at least .080 thick if welded and 3/16" thick (with appropriate backing plates) if bolted. There shall be a minimum of three (3) bolts per mounting plate if bolted.
 2. Each mounting plate shall not be greater than 100 square inches and shall be no greater than twelve (12) inches or less than two (2) inches on a side.
 3. Whenever possible, mounting plates shall extend onto a vertical section of the structure (such as a rocker box).
 4. The mounting plate may be multi-angled but must not exceed these dimensions in a flat plane.
 5. Any number of tubes may attach to the plate or each other.
- I. Hardware: (Bolts)
All hardware shall be Grade 5/Metric 8.8 or better. 5/16" minimum diameter.
- J. In order to provide a secure seat back support a section of tubing equal to the roll bar shall be installed horizontally from the main hoop upright to the diagonal brace. This tube shall be no higher than shoulder height.

9.4.3. TOURING ROLL CAGE

- A. All cars registered after 1/1/03 shall conform to these roll cage rules. Effective 1/1/08 all Touring cars shall conform to these roll cage rules. Full width roll cages are required in all Touring automobiles. Roll cages installed in Touring automobiles are for driver safety and shall be contained entirely within the driver/passenger compartment without removing any panel or accessory not specifically authorized in these rules. The carpet/padding may be cut around the mounting base plates.
 1. The cage shall be welded to the car, and all mandatory tubes shall use welded joint construction.
 2. It shall attach to the car at no more than twelve (12) points for (T2); eight (8) points for (T3-T4); with the forward section of the cage attaching to the front bulkhead or front fender wells inside the cockpit (see figure 16).
 3. The front down tubes of the cage shall be mounted to the floor of the vehicle.
- B. For tubing sizes for front hoop, main hoop, and all required bracing, see Section 9.4.1.E.3. It is recommended that gussets (flat steel, tubing, etc.) be utilized to strengthen the joints of all required cage elements.
- C. Main Roll Hoop:
 1. Main roll hoop (behind the driver) shall extend the full width of the driver/passenger compartment and shall be as near the roof as possible. It shall incorporate a diagonal lateral brace to prevent lateral distortion of the hoop (See figure 16). Any number of additional tubes/braces are permitted within the structure of the cage. It is required that the horizontal brace behind the driver's seat (described in Section 9.4.2.J.) continue from the diagonal to the passenger side main hoop upright or that a second diagonal be installed in the main hoop.
- D. Front Roll Hoops:
 1. The front or side hoops shall follow the line of the front pillars to the top of the windshield (as close to the roof as possible) then horizontally to the rear attaching to the main hoop. These two side hoops are to be connected together by a tube over the top of the windshield, or
 2. A front hoop following the line of the front pillars and connected by horizontal bars to the main hoop on each side at the top may be used, or
 3. A top "halo" hoop following the roofline from the main hoop to the windshield with forward down tubes following the line of the front pillars to the floor.
 4. The front or side hoops may extend through the dash pad. This includes the forward part of the door panel if it is an extension of the dash panel.
 5. One (1) bar is required in a horizontal plane between forward cage braces in the dash area.
- E. Bracing:

The main roll hoop shall have two braces extending to the rear attaching to the frame or chassis. Braces shall be attached as near as possible to the top of the main hoop but, not more than six (6) inches below the top and at an included angle of at least thirty (30) degrees. On cars where the rear window/bulkhead prohibits the installation of rear braces (e.g., Honda del Sol), the main hoop shall be attached to the body by plates welded to the cage and bolted to the stock shoulder harness mounting points. This installation design must also incorporate a diagonal bar connecting the top of the main hoop to the lower front passenger side mounting point ("Petty Bar").

 1. Rear hoop braces may pass through the factory bulkhead or panel separating the driver/passenger compartment from the trunk/cargo area/, fuel tank/fuel cell area, provided the bulkhead is sealed around said cage braces. Metal tape may be used to seal the openings between the bulkhead and the tubes.

F. Side Protection:

Two side protection tubes (door bars) are mandatory on each side of the car. NASCAR-style side protection is required on the driver's side and is optional on the passenger side. The driver's window safety net may be mounted to this side protection and the top cage tube. NASCAR-style side protection tubes shall extend into the door. The door window glass, window operating mechanism, inner door trim panel, armrest, map pockets, and inside door latch/lock operating mechanism may be removed only if it interfered with the installation of NASCAR-style side protection tubes. The inner door structural panel may be modified, but not removed to facilitate this type of side protection. The stock side impact beam and the outside door latch/lock operating mechanism shall not be removed or modified.

G. Mounting Plates:

1. Each mounting plate shall be at least .080 thick.
2. Each mounting plate shall not be greater than 100 square inches and shall be no greater than twelve (12) inches or less than two (2) inches on a side.
3. Whenever possible, mounting plates shall extend onto a vertical section of the structure (such as a rocker box).
4. The mounting plate may be multi-angled but must not exceed these dimensions in a flat plane.
5. Any number of tubes may attach to the plate or each other.

9.4.4. GT ROLL CAGE

All GT automobiles shall have full width roll cages. Open automobiles without full windshields may have a low front hoop. All closed automobiles shall have full height (top of windshield) front hoops.

A. Main and Front Hoops

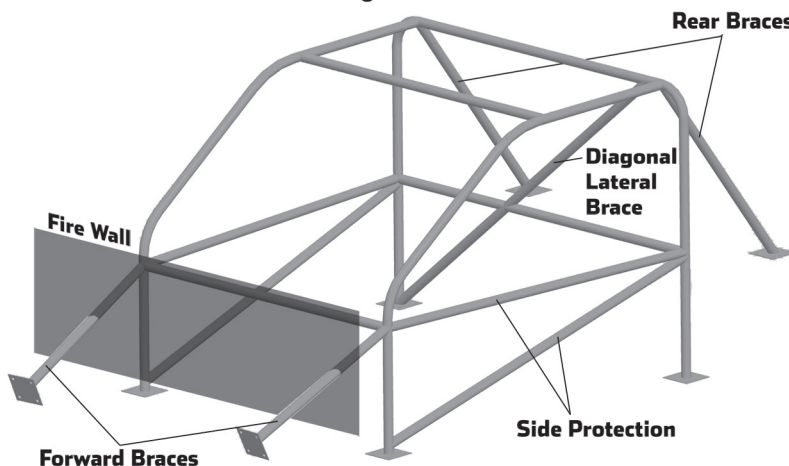
1. Main Hoop:

The main hoop (behind the driver) shall be full width of the cockpit. The main hoop shall be as near to the roof as possible on closed automobiles and not less than two (2) inches above the driver's helmet on open automobiles, with the driver seated normally and restrained by seat belt/shoulder harness. Low front hoops shall be cowl height, or at a minimum, a straight line drawn from the top of the main hoop to the top of the front hoop shall pass over the driver's helmet.

2. Front Hoop:

- a. The front hoop shall follow the line of the front pillars to the top of the windshield and be connected, by horizontal bars, to the top of the main hoop on each side (as close to the roof as possible).
- b. Two (2) side hoops following the line of the front pillars to the top of the main hoop may be used. These two (2) side hoops are to be connected by a horizontal bar over the top of the windshield. (See figure 17), or
- c. A top "halo" hoop following the roof line from the main hoop to the windshield with forward down tubes following the line of the front pillars to the floor.
- d. Double "ear-type" joints are allowed, provided that they are fully welded at all mating surfaces.

Figure 17



3. Fabrication:

The main hoop shall be one continuous length of tubing with smooth continuous bends with no evidence of crimping or wall failure. The minimum radius for all bends shall be three (3) times the tube diameter measured from the tube centerline. Whenever possible, the roll hoops should start from the floor of the automobile, and, in the case of tube frame construction, be attached to the tubes by means of gussets or metal webs in order to distribute the loads. On automobiles of frameless construction, consideration should be given to using a vertical roll hoop of 360 degrees completely around the inside of the automobile and attached with suitable mounting plates.

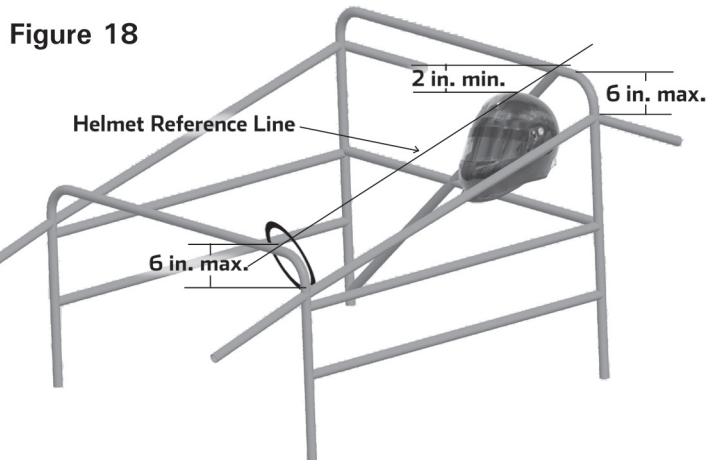
B. Bracing

All required bracing shall be the same diameter and wall thickness as listed in 9.4.1.E, Material. (Main and Front Hoops)

All main hoops shall incorporate a diagonal brace (same diameter and wall thickness as main hoop) to prevent lateral distortion of the main hoop.

1. Main Hoop Bracing:

Main hoops shall have two (2) braces extending to the rear, attaching to the frame or chassis. Braces shall be attached as near as possible to the top of the main hoop (not more than six (6) inches below the top) and at an included angle of at least thirty (30) degrees. Open cars with a low front hoop shall have (Effective 1/1/99) two braces extending from the main hoop to the low front hoop. These braces shall be mounted no lower than six inches below the top of the main hoop as illustrated in figure 18.



2. Front Hoop Bracing:

There shall be two (2) braces extending forward from the front hoop to protect the driver's legs. It is recommended that this bracing extend to the bulkhead in front of the driver's feet; but, in any case, it shall be integrated into the frame or chassis to provide substantial support for the front hoop.

C. Side Protection - Open and Closed Automobiles

1. The minimum side protection shall consist of a side tube connecting the front and rear hoops across both the door openings. Additionally, there shall also be either a diagonal tube from the front hoop to the rear hoop bisecting the door opening below the horizontal side tube, or not less than two (2) horizontal side tubes. Additional tubing may be added. NASCAR-style door bars are recommended.
2. In automobiles with full roll cage installations including side bars, interior door panels may be altered, replaced, or removed. When door panels are removed, all sharp edges or projections shall be protected.

D. Mounting Plates:

The thickness of mounting plates bolted to the structure of the car shall not be less than the thickness of the roll hoop or brace that they attach and shall be backed-up with a plate of equal dimensions on the opposite side of the panel, with the plates through-bolted together. A minimum of three (3) bolts per mounting plate is required for bolted mounting plates. All hardware (bolts) shall be Grade 5/Metric 8.8 or better with 5/16" diameter minimum. Mounting plates welded to the structure of the car shall not be less than .080" thick. Whenever possible the mounting plates should extend onto a vertical section of the structure (such as door pillar).

9.4.6. PRODUCTION ROLL CAGE

All automobiles shall have full width roll cages. Roll cages may be of two (2) designs, low front hoop or high front hoop. Specific installations are subject to approval by the Technical and Safety Inspectors at each event. The Technical Staff of Club Racing, with the concurrence of the Club Racing Board, shall have the responsibility to ensure specification compliance with SCCA safety standards. Alternate structures which do not meet the following criteria will not be considered unless they are eligible under Section 9.4.6.D.

A. Main Hoop

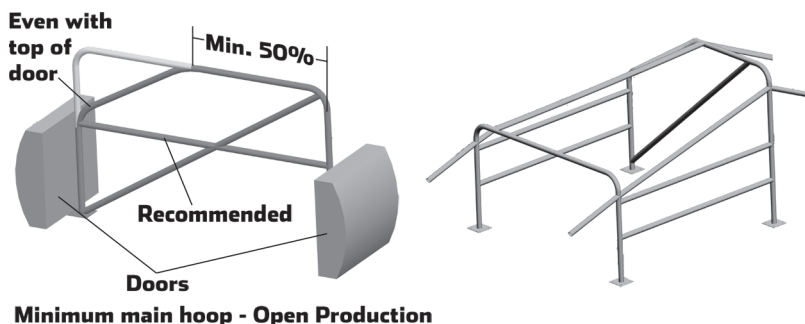
For all cars, the main hoop (behind the driver) shall be full width of the cockpit.

1. Closed Automobiles:

The main hoop shall be as near to the roof as possible on closed automobiles

2. Open top Automobiles:

- a. The main hoop shall be not less than two (2) inches above the driver's helmet on open automobiles, with the driver seated normally and restrained by seat belt/shoulder harness as illustrated in figure 18.
- b. Open top automobiles without a windshield may use an asymmetric main hoop provided:
 - i. The main hoop shall be full height (over the driver) for at least 50% of the width of the hoop as illustrated in figure 19.
 - ii. On the passenger side of the car, the hoop shall be at least as high as the top of the rear corner of the door as illustrated in figure 19.

**B. Front Hoop**

For all cars, the front hoop shall be full width of the cockpit.

1. Closed Automobiles and open top automobiles with a windshield:

- a. The front hoop shall follow the line of the front pillars to the top of the windshield and be connected, by horizontal bars, to the top of the main hoop.
- b. Instead of a single front hoop, two (2) side hoops following the line of the front pillars to the top of the main hoop may be used. These two (2) side hoops are to be connected by a horizontal bar over the top of the windshield. (See figure 17)
- c. Another option is a top "halo" hoop following the roof line from the main hoop to the windshield with forward down tubes following the line of the front pillars to the floor.
- d. Double "ear-type" joints are allowed, provided that they are fully welded at all mating surfaces.
- e. It is recommended the hoop extend to the belly pan. If not, it shall be attached to the chassis with gussets and triangulation in order to spread the loads.
- f. It is recommended that the vertical bars of the front hoop be connected by a horizontal bar at a point above the driver's legs
- g. All front hoop options (a, b, c) shall be connected to the main hoop in the following manner.
 - i. On open top cars, attachments shall be no more than six inches below the top of the main hoop.
 - ii. On closed top cars, attachments shall be as close to the roof as possible.

2. Open top Automobiles without a windshield and with a high front hoop design. Front hoop requirements for open top automobiles with a windshield are to be followed with the following exceptions.

- a. Since the windshield frame is to be removed with the windshield, there is no requirement to follow the line of the A-pillar.
- b. Since there is no windshield for the hoop to be above, the front hoop shall be above the driver's line of sight.

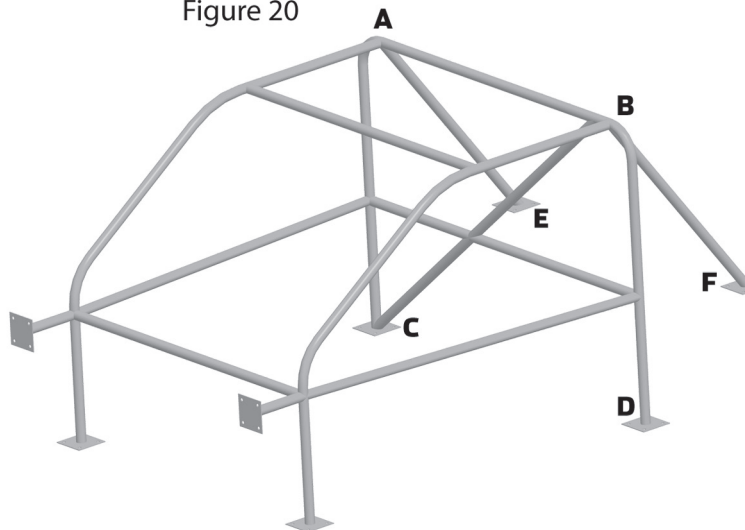
3. Open top Automobiles without a windshield and with a low front hoop design
 - a. Low front hoops shall be cowl height, or at a minimum, a straight line drawn from the top of the main hoop to the top of the front hoop shall pass over the driver's helmet (See figure 18).
 - b. Open cars with a low front hoop shall have two braces extending from the main hoop to the low front hoop. These braces shall be mounted no lower than six inches below the top of the main and front hoops as illustrated in figure 18.
 - c. Fabrication - Open and Closed Automobiles
The main hoop shall be one continuous length of tubing with smooth continuous bends and no evidence of crimping or wall failure. The minimum radius for all bends shall be three (3) times the tube diameter measured from the tube centerline. Whenever possible, the roll hoops should start from the floor of the automobile, and, in the case of tube frame construction, be attached to the tubes by means of gussets or metal webs in order to distribute the loads. On automobiles of frame-less or uni-body construction, consideration should be given to using a vertical roll hoop of 360 degrees completely around the inside of the automobile and attached with suitable mounting plates.

C. Bracing - Open and Closed Automobiles

All required bracing shall be the same diameter and wall thickness as listed in 9.4.1.E, Material. (Main and Front Hoop)

All main hoops shall incorporate a diagonal brace (same diameter and wall thickness as main hoop) to prevent lateral distortion of the main hoop. The brace shall either be in the plane of the main hoop or extend from the top of one rear brace (see figure 20) to the bottom of the opposite brace. In the case of braces in the plane of the main hoop, the brace must be attached at both ends to the main hoop, span at least 50% of the main hoop, and at least 75% of the height of the main hoop.

Figure 20



Diagonal brace may run B-C, A-D, A-F or B-E

1. Main Hoop Bracing

Main hoops shall have two (2) braces extending to the rear, attaching to the frame or chassis. Braces shall be attached as near as possible to the top of the main hoop (not more than six (6) inches below the top) and at an included angle of at least thirty (30) degrees. Rear braces may penetrate required bodywork provided the resulting hole serves no other function, and the holes are sealed around the braces.

2. Removable Bracing

Removable bracing shall incorporate connectors of the double lug, tapered, or muff-type as shown in figures 14 and 15. The double-lug type shall include a doubler, gusset, or capping arrangement so as to avoid distortion or excessive strain caused by welding.

3. Front Hoop Bracing

There shall be two (2) braces extending forward from the front hoop to brace the front hoop and protect the driver's legs. It is recommended that this bracing extend to the bulkhead in front of the driver's feet; but, in any case, it shall be integrated into the frame or chassis to provide substantial support for the front hoop. Front braces may penetrate required bodywork provided the resulting hole serves no other function, and the holes are sealed around the braces.

D. Exceptions

When it is manifestly impractical or unsafe to construct and install a roll structure meeting the minimum requirements as set forth above, an alternate design roll structure may be submitted to the SCCA Technical Staff who may, in a proper case, accept such alternate roll structure design on a specific case by case basis.

E. Side Protection - Open and Closed Automobiles

1. The minimum side protection shall consist of a horizontal side tube connecting the front and rear hoops across both the door openings. Additionally, there shall also be either a diagonal tube from the front hoop to the rear hoop bisecting the door opening below the horizontal side tube, or not less than two (2) horizontal side tubes. Additional tubing may be added. NASCAR-style door bars are recommended.
2. In automobiles with full roll cage installations including side bars, interior door panels may be altered, replaced, or removed. When door panels are removed, all sharp edges or projections shall be protected.

F. Mounting Plates:

1. Bolt In cages.

The thickness of mounting plates bolted to the structure of the car shall not be less than the thickness of the roll hoop or brace that they attach and shall be backed-up with a plate of equal dimensions on the opposite side of the panel, with the plates through-bolted together. A minimum of three (3) bolts per mounting plate is required for bolted mounting plates. All hardware (bolts) shall be Grade 5/Metric 8.8 or better with 5/16" diameter minimum.

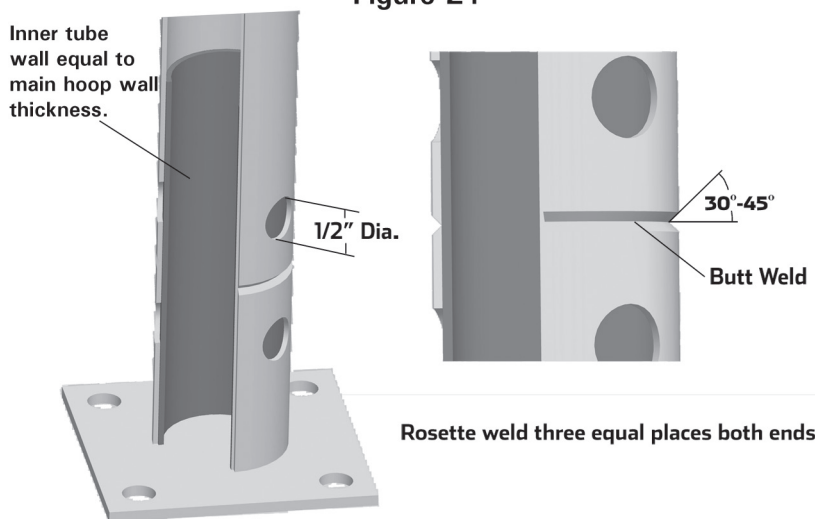
2. Welded in cages.

Mounting plates welded to the structure of the car shall not be less than .080" thick. Whenever possible the mounting plates should extend onto a vertical section of the structure (such as door pillar).

9.4.7. APPENDAGES

The following procedures are approved for modification to roll bars/cages that do not meet the two (2) inch required minimum: The old main hoop may be cut off near the chassis mounting and a new main hoop of equal tube size or a section of equal tubing size may be added, and inner tube(s) must be used to mate all sections together. All braces must be minimum distance from top of hoop per Section 9.4. All welding for this modification must be arc welded (min.). The inner tube(s) must be rosette welded three (3) places near top and bottom, see figure 21.

Figure 21



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APPENDIX J. 2004 PRODUCTION CATEGORY ROLL CAGE RULES

This appendix is present so that cages in Production cars with logbooks from 2004 and earlier can be verified for compliance with the construction rules required at the time the car was built.

18. PRODUCTION ROLL CAGES

All Production Category automobiles shall have full width roll cages. Open automobiles without full windshields may have a low front hoop. All closed automobiles shall have full height (top of windshield) front hoops.

Roll cages may be of two (2) designs, low front hoop (top of steering wheel) or high front hoop (top of windshield). Specific installations are subject to approval by the Technical and Safety Inspectors at each event.

The Technical Staff of Club Racing shall have the responsibility to ensure specification compliance with SCCA safety standards. To that end, the Technical Staff of Club Racing may or may not accept alternate construction standards from any source that significantly vary from SCCA standards of protection.

18.1. BASIC DESIGN CONSIDERATIONS

1. The basic purpose of the roll cage is to protect the driver if the car turns over, runs into an obstacle such as a guardrail or catch fence, or is struck by another car. It shall be designed to withstand compression forces from the weight of the car coming down on the rollover structure and to take fore/aft and lateral loads resulting from the car skidding along on its rollover structure.
2. Forward braces and portions of the main hoop subject to contact by the driver's helmet (as seated normally and restrained by seatbelt/shoulder harness) shall be padded with non-resilient material such as Ethafoam® or Ensolite®, or other similar material with a minimum thickness of one-half (1/2) inch. Padding meeting SFI spec 45.1 is recommended.
3. No portion of the safety roll cage shall have an aerodynamic effect by creating a vertical thrust.
4. Roll cage or chassis design shall prevent engine intrusion into the driver compartment.
5. Material:
 - A. Seamless, or DOM (Drawn Over Mandrel) mild steel tubing (SAE 1010, 1020, 1025) or equivalent, or alloy steel tubing (SAE, 4130) shall be used for all roll cage structures. Proof of use of alloy steel is the responsibility of the entrant.
 - B. Minimum tubing sizes for all required roll cage elements (All dimensions in inches):

VehicleWeight Without Driver	Material	
	Mild Steel	Alloy Steel
Up to 1500 lbs.	1.375x.095	1.375x.080
1500-2500 lbs.	1.50x.095	1.375x.095
Over 2500 lbs.	1.50x.120	1.50x.095
	1.625x.120	
	1.75x.095	

- C. For purposes of determining tubing sizes, the vehicle weight is as raced without fuel and driver. The minus tolerance for wall thickness should not be less than .010" below the nominal thickness.
 - D. An inspection hole at least 3/16 inch diameter, but no greater than 1/4 inch diameter shall be drilled in a non-critical area of all tubes with a specified size to facilitate verification of wall thickness.
6. General Construction
 - A. One (1) continuous length of tubing shall be used for the main hoop member with smooth continuous bends and no evidence of crimping or wall failure. The radius of bends in the roll cage hoop (measured at centerline of tubing) shall not be less than three (3) times the diameter of the tubing. Whenever possible, the roll cage hoop should start from the floor of the car, and, in the case of tube frame construction, be attached to the chassis tubes by means of gussets or sheet metal webs with support tubes beneath the joints to distribute the loads. It is recommended that gussets be used.
 - B. Welding shall conform to American Welding Society D1.1:2002, Structural Welding Code, Steel Chapter 10, Tubular Structures. Whenever D1.1 refers to "the Engineer" this shall be interpreted to be the owner of the vehicle. Welds shall be continuous around the entire tubular structure. All welds shall be visually inspected and shall be acceptable if the following conditions are satisfied:
 1. The weld shall have no cracks.
 2. Thorough fusion shall exist between weld metal and base metal.
 3. All craters shall be filled to the cross section of the weld.
 4. Undercut shall be no more than 0.01 inch deep.

- C. Aluminum bronze or silicon bronze welding technique is permitted, but extreme care shall be used in preparation of parts before bronze welding and in the design of the attaching joints.

18.4.1. Main and Front Hoops

- A. Main Hoop: The main hoop (behind the driver) shall be full width of the cockpit. The main hoop shall be as near to the roof as possible on closed automobiles and not less than two (2) inches above the driver's helmet on open automobiles, with the driver seated normally and restrained by seat belt/shoulder harness. Low front hoops shall be cowl height, or at a minimum, a straight line drawn from the top of the main hoop to the top of the front hoop shall pass over the driver's helmet.
- B. Front Hoop:
1. The front hoop shall follow the line of the front pillars to the top of the windshield and be connected, by horizontal bars, to the top of the main hoop on each side (as close to the roof as possible).
 2. Two (2) side hoops following the line of the front pillars to the top of the main hoop may be used. These two (2) side hoops are to be connected by a horizontal bar over the top of the windshield. (See figure 17), or
 3. A top "halo" hoop following the roof line from the main hoop to the windshield with forward down tubes following the line of the front pillars to the floor.
 4. Double "ear-type" joints are allowed, provided that they are fully welded at all mating surfaces.
- C. Fabrication: The main hoop shall be one continuous length of tubing with smooth continuous bends with no evidence of crimping or wall failure. The minimum radius for all bends shall be three (3) times the tube diameter measured from the tube centerline. Whenever possible, the roll hoops should start from the floor of the automobile, and, in the case of tube frame construction, be attached to the tubes by means of gussets or metal webs in order to distribute the loads. On automobiles of frameless construction, consideration should be given to using a vertical roll hoop of 360 degrees completely around the inside of the automobile and attached with suitable mounting plates.

18.4.2. Bracing

All required bracing shall be the same diameter and wall thickness as listed in 18.1.5., Material. (Main and Front Hoops) All main hoops shall incorporate a diagonal brace (same diameter and wall thickness as main hoop) to prevent lateral distortion of the main hoop. A horizontal bar connecting the sides of the main hoop is highly recommended.

A. Main Hoop Bracing:

Main hoops shall have two (2) braces extending to the rear, attaching to the frame or chassis. Braces shall be attached as near as possible to the top of the main hoop (not more than six (6) inches below the top) and at an included angle of at least thirty (30) degrees. Open cars with a low front hoop shall have (Effective 1/1/99) two braces extending from the main hoop to the low front hoop. These braces shall be mounted no lower than six inches below the top of the main hoop as illustrated in figure 18.

B. Removable Bracing:

Removable bracing shall incorporate connectors of the double lug, tapered, or muff-type as shown in figures 14, and 15. The double-lug type shall include a doubler, gusset, or capping arrangement so as to avoid distortion or excessive strain caused by welding.

C. Front Hoop Bracing:

There shall be two (2) braces extending forward from the front hoop to protect the driver's legs. It is recommended that this bracing extend to the bulkhead in front of the driver's feet; but, in any case, it shall be integrated into the frame or chassis to provide substantial support for the front hoop. It is recommended that the vertical bars of the front hoop be connected by a horizontal bar at a point above the driver's legs.

18.4.3. Side Protection - Open and Closed Automobiles

- A. The minimum side protection shall consist of a side tube connecting the front and rear hoops across both the door openings. Additionally, there shall also be either a diagonal tube from the front hoop to the rear hoop bisecting the door opening below the horizontal side tube, or not less than two (2) horizontal side tubes. Additional tubing may be added. NASCAR-style door bars are recommended.
- B. In automobiles with full roll cage installations including side bars, interior door panels may be altered, replaced, or removed. When door panels are removed, all sharp edges or projections shall be protected.

18.4.4. Mounting Plates:

The thickness of mounting plates bolted to the structure of the car shall not be less than the thickness of the roll hoop or brace that they attach and shall be backed-up with a plate of equal dimensions on the opposite side of the panel, with the plates through-bolted together. A minimum of three (3) bolts per mounting plate is required for bolted mounting plates. All hardware (bolts) shall be Grade 5/Metric 8.8 or better with 5/16" diameter minimum. Mounting plates welded to the structure of the car shall not be less than .080" thick. Whenever possible the mounting plates should extend onto a vertical section of the structure (such as door pillar).

APPENDIX K. 2012 STO GENERAL TECHNICAL REGULATIONS

These specifications are a part of the SCCA GCR and all automobiles shall conform to GCR section 9.

A. Purpose and Philosophy

The intent of the Super Touring category is to allow competition of production-based vehicles, at a higher level of preparation, using DOT-approved tires. Vehicles used in this category must be identifiable with the vehicles offered for sale to the public and available through the manufacturer's distribution channels in the US. No chassis or engines older than 1985 will be eligible, except that model runs that began before 1985 are eligible (e.g., if a model was produced in 1983-1988, the 1983 and 1984 cars are eligible). The SCCA does not guarantee the competitiveness of any car.

Alternate allowances may be approved on a case-by-case basis for individual vehicles that do not meet these parameters; see "Alternate Vehicle Allowances" tables. Engines components from these approved vehicle allowances may not be installed in other chassis without specific line-item approval (e.g., the STU 3.8L Mustang engine may not be installed into a Ford Focus).

Vehicle modifications are limited to those listed herein. Unless a particular modification or part is approved in these rules, the vehicle and all of its relevant parts and assemblies shall be stock for the correct make and model of car. Some amount of latitude will be considered to facilitate engine installations, however if extensive modifications are required it is recommended to seek clarification from the Club Racing Board.

Replacement parts may be obtained from sources other than the manufacturer provided they are the exact equivalent of the original parts. The intent of this rule is to allow the competitor to obtain replacement parts from standard industry outlets, e.g., auto-parts distributors, rather than from the manufacturer. It is not intended to allow parts that do not meet all dimensional and material specifications of new parts from the manufacturer, unless otherwise allowed in the Super Touring category or class rules.

Each class will have a baseline target power-to-weight ratio. Weights may be adjusted or cars may be subject to changes in intake restrictors to meet these targets. Cars may be required to carry data acquisition equipment for review of performance.

B. Eligibility

Vehicles meeting one of the following criteria may compete in the Super Touring category:

1. 1985 and newer cars built specifically under these ST rules
2. World Challenge GT cars, with a VTS sheet dated 2009 or earlier, are eligible for classification under the following criteria:
 - a. Cars will be approved on a case-by-case basis with supporting World Challenge VTS documentation
 - b. Competitors must have the VTS sheet, as approved, available for scrutineers when requested.
 - c. Weight will be set at the greater of the World Challenge weight plus 5% or the STO rules weight plus 5%.
 - d. Cars approved to run in accordance with their World Challenge VTS must adhere to those specifications and are not permitted to adopt general STU specifications.
 - e. See 9.1.4.2.I, table of Approved World Challenge Cars.
 - f. Cars must meet tire rule 9.1.4.P.1

Note: World Challenge VTS cars are subject to adjustments (i.e., weight, restrictor) as necessary.

C. Bodywork

1. Standard body appearance must be strictly maintained. Standard body appearance includes the OEM grille and badge. A photographic replica is not sufficient.
2. Body and frame seams and joints may be welded. The OEM radiator supports may be replaced or reinforced to make repairs easier. The radiator supports shall not reinforce the rest of the chassis or diminish the OEM crush zones.
3. Bumper brackets may be modified, but bumpers must remain in OEM locations.
4. Non-essential body items and trim may be removed including attaching brackets and supporting structure. Any holes in bodywork exposed by the removal of these items shall be covered or filled.
5. All of the vehicle's doors must be able to be opened from both inside and outside the vehicle. Latches and hinges for the doors may be modified, but must remain in working order. Aftermarket latches and hinges may be used but shall not protrude beyond outer surface of bodywork. The stock side impact beams may be removed when NASCAR style door bars are installed.
6. Hood and trunk pins, clips, or positive action external latches are permitted. Stock hood and trunk latches and hinges may be disabled or removed; if so, a positive action external fastening method shall be used. Engine compartment insulation may be removed.

7. Openings in the bodywork may be temporarily covered, wholly or partially, with tape for the purpose of regulating airflow. Bodywork openings may be closed off using close-out panels mounted behind body openings. Bodywork seams may not be taped except to temporarily secure it after contact.
8. All bodywork and windows shall be sufficiently rigid, adequately supported and properly secured such that it does not noticeably flutter, move, or deform while vehicle is in motion.
9. Aftermarket OEM style hardtops are allowed. Aftermarket carbon fiber hardtops are not allowed.
10. Fenders and wheel openings shall remain unmodified. OEM base model fenders may be flared to allow for tire clearance up to 2". They must maintain the OEM profile and appearance, seamlessly around the wheel arch. It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance. Cars with plastic/composite fenders may remove any interior wheel opening lip, but the resulting material edge shall be no thinner than the basic fender material thickness. Non-metallic inner fender liners may be removed.
11. OEM non-metallic composite body panels (i.e., plastic fascias, fiberglass hoods, etc.) may be replaced with panels of any type composite, provided that the panel maintains the OEM profiles. All cars may replace the hood, hatch, and/or trunk/deck lid with nonmetallic composite parts. The hood may have heat exhaust vents installed in it. Hood inlets (scoops) are not allowed. The vents shall not expose the mechanical components of the car when looking down from above. The permitted transmission and differential coolers may vent through rear license plate frame. There shall be a screen, painted the same color as the surrounding bodywork, covering the vent opening. Any OEM non-functional, decorative vents/ducts may be made to be functional provided the exterior body appearance is not modified.
12. A close-out panel may be mounted behind the grille.
13. OEM side skirts may be used if they were available on the car from the dealer provided they meet the minimum ride height rule.
14. Aftermarket side skirts may be used provided they meet the minimum ride height rule, have no openings/ducts in them other than for jacking insert(s), are no wider than the approved fascias, do not extend any higher than the bottom of the door and do not reinforce the chassis.
15. Canards or dive planes are not permitted unless part of the OEM bodywork.

D. Aerodynamic Devices

1. Front Air Dam

- a. A front spoiler/air dam may be added. It shall not protrude beyond the overall outline of the body when viewed from above perpendicular to the ground, or aft of the forward most part of the front fender opening.
- b. The spoiler/air dam shall be mounted to the body, and may extend no higher than four (4) inches above the horizontal centerline of the front wheel hubs. The air dam shall have no support or reinforcement extending aft of the forward most part of the front fender wheel opening.
- c. The minimum ride height of the air dam is 3.0 inches.
- d. Openings are permitted for the purposes of ducting air to the brakes, cooler(s), and radiator(s).

2. Undertray

- a. An undertray may be added. The undertray may close out the underbody from the leading edge of the approved bodywork (including air dam) back to the centerline of the front axle.
- b. The minimum ride height of the undertray is 3.0 inches.

3. Splitter

- a. Definition: A horizontal, single-plane aerodynamic device attached to the lower front of the vehicle, protruding forward. It is intended to divert air and produce downforce through vertical pressure differential. A splitter shall have no vertical deviations.
- b. A front splitter may be added. A maximum of 4 rods or cables may be used to support the front and/or sides of the splitter. No other material(s) may be used external to the body to support the splitter.
- c. The front splitter must not extend more than 2.0 inches past the original or approved bodywork as viewed from above for the entire profile of the splitter.
- d. No part of the splitter shall extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead.

- e. The splitter shall not extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead. The splitter may not extend more than 2.0 inches beyond the bodywork, regardless of where the outside edges of the front tires are.
- f. The splitter may have vertical deviations, fences, etc., only if they are part of the production bodywork for street use.
- g. The minimum ride height of the front splitter is 3.0 inches.

4. Rear Wing

- a. The wing shall be mounted to the trunk/deck lid with 2 mounting brackets. Each mounting bracket shall attach to the wing at a point that is at least 2.0 inches inboard of endplates. The wing, and the portion of the mounting brackets located externally to the trunk/deck lid, may only be reinforced by a diagonal strut having no aerodynamic effect, and/or by affixing the external parts of the brackets to internal parts of the brackets within the trunk/cargo area. The internal parts of the brackets may protrude through the trunk/deck lid to allow the two parts of each bracket to be fastened together.
- b. Factory wings, and spoilers, and roof vortex generators are permitted, but must be removed if an approved aftermarket wing is installed. OEM aerodynamic devices do not need to adhere to the height rule.
- c. Wings shall be a single element with a maximum chord length of 12.00 inches, including any Gurney flap.
- d. The entire wing assembly may be no wider than the widest part of the car, not including fender flares/lips and mirrors, or a maximum width of 72.0 inches, whichever is the lesser.
- e. The entire rear wing assembly, including the end plates and any Gurney flap, shall be mounted level with, or below, the peak of the roof. OEM aerodynamic devices do not need to adhere to the height rule.
- f. The trailing edge of the rear wing may be mounted no further rearward than the center of the rear-most part of the approved bodywork.
- g. Wing end plates must not exceed 144.0 square inches each.
- h. APR performance wing GTC-500 part #AS-1070xx, variable cord length 12.75" Inner/9" Outer), is permitted.

E. Interior

- 1. The following items must be removed: tool kit, spare tire, supplemental restraint systems (SRS) and passive restraint systems.
- 2. The following items may also be removed:
Headliner, sun visor, carpeting, carpet pad and/or insulation, soundproofing, OEM seats, all trim except the dashboard, heating and air conditioning systems, window winding mechanisms, central locking systems, audio system, and any other systems fitted to the original car solely for the comfort of the driver and/or passengers.
- 3. The following items may be installed:
Safety equipment/structures, seat, controls necessary for driving, instrumentation, electronic equipment, radio, camera, battery, driver cooling system, driver ventilation system, replacement door panels/ interior trim, anti-sway bar controls (not within reach of driver). None of the above items may hinder driver exit from the car.
- 4. The above components shall be attached to/contained in the chassis in such a way as to be able to withstand 25g deceleration. Any sharp edges shall be covered, padded, protected, etc. to prevent injury to driver, crew, course workers, and officials.
- 5. The driver's seat shall be located in the same lateral location as the OEM seat, unless otherwise allowed on a car's spec line. The transmission tunnel may be modified for the purpose of installing a competition driver seat. The floor pan must remain in its original position. The floor pan must remain in its original position. The driver's seat shall be located longitudinally.
- 6. Original instruments/gauges may be replaced, or supplemented, with additional engine monitoring gauges. Accessories, lights and switches may be added or removed. Box-type extensions from the dash pad may be used to mount switches and controls, in the areas where the OEM insert panels were mounted, so that they more easily accessible to the driver. Audio and video systems may be removed.
- 7. Vertical bulkheads, and enclosures, within the cockpit shall not be any higher than the bottom of the side windows, and shall not extend more than 18.0 inches above the floor pan. No bulkheads shall cover the rear foot wells.
 - a. Sedan Body (4-door) and Hatchback Body (3-door) - Any bulkheads positioned in front of the plane determined by the OEM rear seat back shall not extend laterally from one side of the chassis to the other, but rather shall only be large enough to cover the individual components necessary.

- b. Coupe Body (2-door) - Any bulkheads positioned in front of the plane determined by the OEM rear seat back, if applicable, may extend laterally from one side of the chassis to the other.
- 8. Dash pad modification – It is permitted to modify the dash pad in order to run the roll cage tubes through the dash area as long as the dash pad is modified only enough for roll cage fitment. If necessary, the dash pad may be parted to ease installation around roll cage. Any such parting shall be done in such a way as to minimize the appearance that they have been separated once pieces of dash pad are installed. The required dash pad may be made of any material. The dash pad shall maintain the stock profile.

F. Chassis

1. All cars shall have the OEM rear package shelf and/or rear seat back support structure installed if applicable. As an alternative, a metallic close out panel may be installed that simulates the rear package shelf and/or the rear seat back support structure if applicable. If a close out panel is used to clean up the appearance of the rear package shelf and/or rear seat bulkhead in conjunction with the OEM structure, the close out panel material is free.
2. Cables, wiring and fluid lines in the engine compartment and cabin interior may be replaced, rerouted, and/or protected.
3. Cars that have drive shafts shall have 2 steel, 360-degree loops of sufficient strength located as close as possible to the front and rear universal joints to prevent the driveshaft from dropping in case of failure of either universal joint. Floor materials, torque tubes and cross members may also be utilized to provide this protection.
4. It is permitted to attach one or more plates, or pads, under the car to provide for jacking of the car, provided they serve no other purpose. It is prohibited to install any kind of device, which protrudes from the rocker panel or side of the car. However, tubes may be attached to the roll cage or chassis and extend to the inner surface of the rocker panel or bodywork to act as a receptacle for a jacking fixture. Air jacks are permitted, but no air source may be carried on board.
5. Ride height will be measured without driver at the lowest point of the rocker panel, not including the pinch weld.
6. The OEM firewall between the cockpit and engine compartment shall be intact to prevent the passage of flames from the engine compartment to the cockpit. Any holes in the firewall must be of the minimum size for the passage of controls and wires, and must be completely sealed.
7. Both front windows, driver and passenger, shall be down (preferably removed) whenever the vehicle is on track. The OEM window opening on the front doors shall not be filled in with any material, other than the material required to mount a NACA-duct for driver cooling. If used, the NACA-duct shall be mounted in the front, lower, corner of the window opening. The area closed off to mount the NACA-duct shall not exceed 50 square-inches. In rain conditions, a quarter window larger than 50 square-inches may be used in the area normally used to mount the permitted NACA-duct, in an attempt to minimize the amount of water entering the cockpit. Enough open area for the driver to exit in an emergency shall remain open at all times.
8. All vehicles must use a stock, OEM equivalent, safety glass windshield, or 0.25 inch minimum thickness Lexan replacement, mounted in the stock location, at the stock angle and maintaining the stock profile.
9. Windshield clips, per GCR section 9.3 Windshield Clips/Rear Window Straps, are permitted and recommended.
10. Side windows, not including the front door windows, and rear windows may be replaced by clear Lexan- type plastic material having a minimum thickness of 0.125 inch, but must retain the same shape, size, and location as the original glass. NACA-ducts may be mounted in the side windows. The rear window must be secured by 2 additional straps 1.0 inch wide by 0.0625 inch thick minimum, bolted or riveted to the body at both the top and bottom of the rear window. If a Lexan rear window is mounted with multiple, evenly spaced screws around each side of its perimeter, safety straps are not required. If a DOT spec glass rear window is used in conjunction with the OEM method of mounting, safety straps are recommended, but not required.
11. Windows may be mounted and sealed with silicone. Any silicone used to bridge the gap between the perimeter of the window and the chassis shall be neat in appearance and uniform in thickness. Tape may only be used to seal the windows during wet track sessions for the purpose of reducing the amount of water entering the cockpit.
12. OEM side window framework shall be intact.
13. Acrylic or glass removable/moveable roof panels may be replaced with the same material as the surrounding roof. All brackets, mounts, and moldings must be removed. Fabric tops are not permitted and shall be removed along with all associated hardware. It may be replaced with an OEM hardtop if one is available.
14. Unused mounting tabs and brackets that are non-structural, excluding the rear seat back support and package tray, may be removed.

15. The OEM "rain gutter/tray" at the base of the windshield shall be intact and in the OEM location. The floor pan may be modified to provide clearance for the exhaust system and allowed alternate transmission/transaxle.
16. Inner fender panels may be modified or replaced.
17. Convertible model cars may compete with a hardtop or as an open car.
18. Fasteners are free. Fasteners may be replaced with adhesives.
19. Rounded coverings may be used at the rear of the front window openings to bridge gap between the leading edge of b-pillar and inner edge of main roll hoop. The material and design of these coverings is free, but shall be neat in appearance and securely fastened.
20. A third (3rd) tube on each side may extend through the firewall to the chassis in the engine compartment. These tubes shall not extend forward of the shock towers.
21. An underbody close-out panel(s) may be used in the area behind the rear axle. These panels shall not alter the external appearance of the car when looking from the rear and sides of the car (i.e. we want to have to lay on the ground to see them). If the production car uses underbody trim pieces, the OEM trim pieces may be removed or replaced, but any close-out panel(s) used may not visually hide any more of the mechanical components, when looking from the rear and sides of the car, than the OEM trim pieces do. The close-out panels shall not completely bridge the gap between the rear floor pan area and the rear axle centerline. On rear engine cars, any close-out panels shall not extend any further forward than the rear axle centerline. Cars with a fuel cell, engine, etc. that extend down into external visual range shall fit the close-out panel(s) around the component in such a way that it does not alter the external appearance of the car.
22. Minimum ride height is 3.0 inches.

G. Engine

1. Alternate engines may be used, if the manufacturer of the vehicle and engine are the same (e.g., an Acura engine installed into a Honda car) and was available in a car delivered in the United States. Vehicles delivered with engines from other manufacturers (e.g. Morgan, Panoz, etc) may only use the originally installed engine, or another engine manufactured by the chassis manufacturer (e.g. Lotus Elise may use the Toyota ZZ engine, or any other Lotus manufactured engine that complies with the class rules, however a Lotus Esprit may not install a Toyota ZZ engine).

The chosen engine must retain its original cylinder head and intake manifold. Competitors must have in their possession a copy of the factory shop manual for both the drivetrain and chassis for use by scrutineers. If an engine from a front wheel drive vehicle is installed in a rear wheel drive vehicle, alternate OEM intake manifolds may be considered. The long block assembly of the alternate engine must remain within the engine compartment with no modifications, however the firewall may be modified to provide clearance for intake manifolds and/or engine accessories. It is permitted to use the OEM intake and throttle body for either the chassis or the installed engine. If needed to allow the intake manifold fit on the engine, an adapter plate between the engine and manifold is permitted. This adapter plate must be no more than 1.0 inch thick and must be made of the same material as either the head or intake manifold.

Engines from vehicles not available in a car delivered in the United States will be considered and approved on a case-by-case basis for use in ST. For an engine to be considered, a member must submit to the CRB a Vehicle Technical Specifications (VTS) sheet with all engine parameters filled out. Copies of the appropriate factory shop manual are also useful for this consideration. Any deviations from the STCS that will be required for installation (e.g., trans adapter plate, alternate intake manifold, etc) must be noted in the "Requested Non-Stock Allowances" section, otherwise they will not be allowed. Once this information is received and considered, any approved engines will be noted in a separate table within the STCS.

2. The crankshaft shall be a stock OEM part or an aftermarket part as long as it is of identical dimensions and material as the OEM part for the specific engine. The crankshaft may be balanced. The maximum weight reduction allowance for balancing of the crankshaft is 0.5 lbs. The maximum weight reduction allowance for the balancing of the reciprocating assembly is 15 grams. Alternate connecting rods are permitted, but must be ferrous unless OEM supplied.
3. Blocks may be sleeved to repair cylinder walls. Engines may be bored to a maximum of .040 inch over standard bore size.
4. Rocker arm, lifter, follower, pushrod, valve spring, keeper, retainer, guide, seat, and valve materials are free; Titanium is not permitted, except for retainers or OEM parts. The head may be machined to fit valve train components.

5. Alternate camshafts are allowed. Camshaft timing is free.
6. Cars produced with an electronic throttle body may use the OEM electronic throttle body. The OEM electronic throttle body may be converted to manual actuation and the actuation cam on a manual throttle body may be changed to alter the opening/closing rate of the butterfly. Alternately actuated throttle bodies may be considered on a case by case basis.
7. The ignition system is unrestricted.
8. A programmable ECU is permitted. Engine calibration (spark and fuel) is free.
9. Fuel injectors and fuel rails must maintain the original number and mounting locations, but are otherwise free. Fuel pumps and fuel filters are free in type, size and number.
10. The location and type of the fuel pressure regulators are free provided they are mounted within the engine compartment or the OEM location.
11. The oil pan and oil pickup may be baffled, modified, or replaced. The OEM oil pump may be modified, or replaced with an OEM-style oil pump. Cars using a wet-sump oil system shall safety wire or in some other way secure the oil drain plug.
12. Vents, breathers, and oil filters may be added, or substituted. All emission control devices may be removed and the resulting holes plugged. It is recommended that cars using a wet-sump oil system safety wire or in some other way secure the oil drain plug.
13. Replacement gaskets and seals are free, including head gaskets. Replacement gaskets and seals must be made out of material(s) designed to seal the parts of an engine. Replacement gaskets and seals may not perform any other functions. Head gaskets may be used to adjust compression ratio.
14. The intake manifold on piston engines may be port matched to the head(s), provided no material is removed further than one inch in from the manifold to head mounting surface(s).
15. Variable cam timing (VTEC, VANOS, etc.) and variable length intake manifolds may be partially, or wholly, disabled. Variable cam timing systems that use multiple cam lobes for each valve(s) may remove lobes from the camshaft(s) that are not being used. For 13B Rotary Engines the 5th and 6th intake port actuators and valves may be removed or disabled.
16. To increase the compression ratio, the bottom of the head may be machined. Alternate pistons are permitted and/or the pistons may be machined.
17. 17 Cars utilizing forced induction may not have a boost controller within reach of the driver. A car must enter pit lane to have the boost level changed by the crew if necessary. Competitors must be prepared to demonstrate the boost adjustment process to officials.
18. Engine parts, including, but not limited to, heads, intake manifolds and carburetors, may be cleaned using usual methods (e.g., bead blasting, soda blasting, Scotch Brite pads) as long as part dimensions are not altered.
19. All cars shall use the installed engine's stock air throttling devices (e.g., throttle body, carburetor) and intake manifold, unless noted otherwise. Components upstream of the throttling devices are free.
20. Unless otherwise noted, the follow restrictions apply to turbochargers. The inlet restrictor (if required) shall be positioned in the compressor inlet housing. Turbochargers may be added to engines that did not originally come equipped with one on a case by case basis. Swapping of turbochargers between engine makes and models is prohibited. Supercharged cars may be approved on a case-by-case basis. Contact the Road Racing Technical Office for details (contact info at the front of this book).
21. Alternate water pump, alternator, crankshaft dampers, and/or power steering pulleys are unrestricted. Crankshaft pulley is unrestricted for all non-supercharged engines; supercharged engines must use OEM crankshaft and supercharger pulleys.
22. Intake Requirements: All cars shall use the stock or approved air throttling device (e.g., carburetor, throttle body) and intake manifold for the installed engine, unless noted otherwise.
23. All cars may fit the approved carburetor and manifold. The approved manifold may be ported and polished, but its design and configuration shall not be altered in any other way. The lowering of or boring of holes in the center divider is prohibited. Removal or obliteration of the manifold part number is prohibited.
 - a. The approved carburetor shall be a maximum of 650 cfm and 4 barrels. The approved optional insulator (Holley #108- 12), and manifold (Edlebrock Performer RPM #7101-General Motors / #7121- Ford/Mercury) shall be fitted to cars.

- b. Except as permitted in these rules, the carburetor shall not be modified in any way. Any carburetor jets, accelerator pump, pump cam, and accelerator pump nozzles may be used. Power valves, metering blocks, and floats may be altered or replaced. No venturi (including secondary or auxiliary) shall be modified in any way, but they may be aligned. Idle holes may be drilled in the throttle plates (butterflies). Carburetors may be modified to allow "four corner" idle adjustment.
 - c. The external throttle linkage to the carburetor may be modified or changed. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses may be removed. No removal or alteration of the carburetor air horn is permitted.
 - d. All air entering the intake tract shall pass through the carburetor air inlet.
24. Cars may modify, or replace, motor and gearbox mounts provided that the engine is located in the specified location. This includes the use of "torque plates". All engines will be mounted in the stock position unless otherwise specified. Where an engine setback is allowed, the OEM firewall may be modified only enough to accommodate the engine set back.
- a. The following cars may set the engine rearward a maximum of 4.0 inches and may lower the engine a maximum of 1.5 inches:
 - 1. Cadillac CTS-V (04-07)
 - 2. Pontiac GTO (04-08)
 - 3. Ford Mustang (85-06)
 - 4. GM F-Body (93-02)
25. The intake and exhaust ports on piston engines may be ported at a 1% weight penalty. The valve guide may be machined as part of this porting.
26. Compression ratio is limited to 12.0:1.
27. Valve lift is limited to .600 inches.
28. Dry sump systems are allowed. The dry-sump system is limited to 5 stages. It shall consist of 1 pressure stage and a maximum of 4 scavenge stages. If the OEM style pressure pump is used it shall count as the one permitted pressure stage. There may be a maximum of 2 two-port scavenge stages, or a maximum of 4 single-port scavenge stages, or any combination such that oil is not being scavenged from more than a maximum of 4 locations.
- H. Cooling Systems
- 1. WaterCooling- Provided that the stock method of cooling is retained, the cooling system is free, including cooling fans, but the water radiator must remain in the approximate OEM location. The mounting angle may be changed.
 - 2. Engine Oil Cooling- Coolers for the engine oil are free in number, type and location.
 - 3. Intake Air Cooling- Cars utilizing forced induction may install intercoolers. The number, type, and location of intercoolers are free.
 - 4. Water Spray Systems- Water may not be sprayed on any intercoolers, radiators, etc. Water spray systems may only be used to inject water into the brake ducts.
- I. Fluid Piping & Fuel Tank
- 1. Fuel Cells/Tanks- The use of a fuel cell is required unless the stock fuel tank is located between the axle centerlines and within the main chassis structure (i.e., frame rails, etc.). All fuel cells must comply with GCR 9.3. Proper bracing to protect the fuel cell in the event of a rear-end crash is required. If a fuel cell is installed in the rear hatch/rear trunk area, the OEM floor pan in that area may be replaced with metal in order to make it easier to mount the fuel cell and close out the area around the fuel cell.
 - 2. There must be a metal bulkhead completely separating the cockpit from the compartment containing the fuel cell. This does not negate the requirement that the fuel cell bladder be contained in a metal container.
 - 3. No line containing engine coolant may pass through the cockpit. No hydraulic fluid lines may have removable connectors inside the cockpit.
 - 4. All fluid hoses, lines, reservoirs, and tanks that are in the cockpit, or cargo area that is open to the driver, shall be separated from the driver by rigid metallic and/or non-metallic enclosures and/or deflection shields to prevent fluid from spraying on the driver in case of a leak. Magnesium is prohibited. Waterproof flexible wraps may also be used to prevent fluid from spraying on the driver. The floor of these enclosures, or the area under the deflection shields, shall be designed to prevent the accumulation of fluids.
 - 5. No fuel cooling devices are permitted in the car.

J. Oil System

If oil storage tanks are not located in the original position they must be surrounded by a 10 mm thick crushable structure. Provided that the oil tank is not located in close proximity to the outer surface of the bodywork, and there is some of the structure of the vehicle between the oil tank and the bodywork, the car's structure will meet the 10mm crushable structure rule.

1. If the oil tank is located in the cockpit area, or a trunk area that is open to the driver, it must be separated from the driver by a metal enclosure made up of .036 inch steel, or .059 inch aluminum. This is in addition to the 10mm thick crushable structure that is required in section 9.1.4.1.2. The floor of the enclosure must be designed to prevent accumulation of fluids.
2. Accusump-type systems may be used.

K. Exhaust System

1. The exhaust system may be modified, or replaced.
2. Outlets must be located rearward of the midpoint of the wheelbase.
3. The exhaust pipe may not protrude more than 3.0 inches at the point where it exits the bodywork. If the exhaust pipe(s) exit the bodywork at the widest part of the body such that any extension of the exhaust pipe(s) beyond the body would make pipe(s) the widest point, the exhaust pipe(s) must be trimmed flush (+/- 0.5 inch) with the bodywork at the point that they exit the body. Minor body modifications are permitted to accommodate exhaust systems. Modifications shall serve no other purpose. The underbody rocker panels may be modified for the installation of the exhaust system, but these modifications may only serve to provide clearance for the exhaust system. The exhaust system must be adequately isolated from the driver's compartment.
4. If the exhaust system is routed in such a way that damage to it could cause hot exhaust to contact any part of the fuel system, there shall be a metallic heat shield protecting the fuel system components. This heat shield shall be located at least 3.0 inches away from the exhaust system, and there shall be at least 3.0 inches between the heat shield and the fuel system components.

L. Electrical System

1. The electrical system is free provided that:
2. Batteries are free, subject to GCR 9.3. Batteries.
3. Standard headlights, headlight operating ancillaries, and parking light assemblies may be removed and replaced with a plate of identical shape and size of the lens. Standard headlight assemblies may be replaced with aftermarket units of equal dimension. Vehicles with pop-up and/or hidden headlights may modify and/or remove the headlight assemblies as long as the headlight cover and any other external hardware are properly secured in the stock closed location.
4. Fog/driving lights, parking lights and associated attaching hardware may be removed. The resulting openings may be used to duct air, or may be filled/covered. No ducting may extend beyond the outer surface of the bodywork.
5. Each car must be fitted with at least one effective windshield wiper assembly, which must be in working order throughout the event. Wiper blades, arms and associated hardware may be substituted freely. Other windshield wiper assemblies may be removed.
6. Each car must have an effective defogging/demisting system that is capable of keeping the windshield clear during wet sessions. Anti-fog films meet this requirement.

M. Drivetrain

1. Alternate differential housings are permitted from the same model of vehicle. Differential may be open, locked, or of a limited-slip type. The internals of limited-slip type differentials may be modified to change the amount of slip limiting. Differentials with external, or electric, adjustability are prohibited. Driveshaft and half-shafts may be aftermarket, but shall be the OEM-type and use the same types of materials as stock. Drive shafts may be replaced by one piece drive shafts, and conversely.
2. After market replacement differential housings are permitted as long as they are an exact equivalent.
3. Vent and/or breather lines may be added to the transmission and/or differential. 1 transmission cooler and 1 differential cooler are permitted.
4. Alternate flywheels and clutches are permitted. Flywheel material shall be ferrous or aluminum and the ring gear diameter must be the same as the OEM flywheel. Clutch and pressure plate design is free. Carbon clutches are permitted.
5. Transmissions and ratios are free. Forward gears are limited to six speeds. Cars with aftermarket sequential shift transmissions shall increase the required minimum weight by 100 lbs.
6. Traction Control/Launch Control is permitted, but must operate solely through the engine managements system (i.e., spark and fuel control) and may not interface with, or affect, the braking system or throttle control.

N. Suspension and Steering

1. All suspension members must be made from ferrous and/or aluminum materials. Chromium plating of suspension members is prohibited.
2. Suspension springs are free. Coil-over units may be added to supplement or replace OEM springs. Attaching points may be reinforced. It is permitted to use threaded spring seats for adjustability.
3. Shock absorbers and struts are free. Driver adjustable systems and electronically controlled shocks are not permitted. If a reservoir/adjustment canister is used, only one may be used per shock. The shocks at each individual wheel may not be connected in any way.
4. Stabilizer bars are free, and may be added, removed, or substituted. Driver adjustable stabilizer bars are not permitted. Adjustment controls for stabilizer bars may be located within the cockpit, but must be out of the reach from the driver's seat. Adjustments to stabilizer bars during practice, qualifying and race must be done in pit lane.
5. Suspension components shall be the stock OEM parts, but they may be reinforced. Spherical bearings are permitted on suspension components. Standard suspension bushings may be replaced with solid or spherical bushings. Drop spindles are allowed.
6. Any anti-roll bar(s) and rear axle traction bar(s), rear axle panhard rod and watts linkage can be added or substituted, provided their installation serves no other purpose. The mounts for these devices can be welded or bolted to the car. These devices and their mounts cannot be located in the trunk or driver/passenger compartment unless fitted as stock. Rear axle traction bar(s) used to control axle housing rotation must be solid bar or tube.
7. When a car's anti-roll bar also acts as a suspension locating device, the bar's attachment points and pivot points on the chassis and suspension control arms must remain in their stock locations.
8. Slotted plates may be added over original shock mounts on front and rear shock towers for camber/caster adjustment. One bolt-in brace may connect the front strut towers, and one bolt-in brace may connect the rear strut towers.
9. All steering components, with the exception of the steering wheel, column and tie-rods/toe-links, must be original equipment supplied by the manufacturer. These parts may be strengthened provided the original part can still be identified.
10. Cars that come with a solid rear axle or trailing arm suspension are permitted an aftermarket or fabricated rear suspension. Cars with an altered rear suspension must add 50 lbs. Cars with live axle rear wheel drive may reduce the minimum weight by 50 lbs.
11. Original suspension pick-up points below the upper line of the wheel rim must be used within a tolerance of 1.0 inch; however, if the lower suspension pickup point is changed from the OEM location, 50 lbs. must be added to the car. The body/frame around the pick-up points may be reinforced; this reinforcement shall be limited to a radius of 6.0 inches. The 1.0 inch tolerance applies to pick-up points on the chassis only.
12. Suspension mounting points above the upper line of the wheel rim must be retained within a tolerance of 3.0 inches, however, the body/frame around the pick-up points may be reinforced; this reinforcement shall be limited to a radius of 6.0 inches. The 3.0 inch tolerance applies to pick-up points on chassis only.
13. The spindle and/or outer joint on the a-arm and/or strut may be moved to correct bump steer caused by changing the vehicle ride height. These components are not limited to the 1.0 inch of movement that applies to the suspension pick-up points located on the chassis.
14. The steering wheel may be replaced with an aftermarket, or racing steering wheel. Wood-rimmed steering wheels are not permitted. An all-metal quick release coupling on the steering wheel may be added.
15. A collapsible steering column shall be used. Most recent OEM steering columns have at least 2 universal joints in them that allow the steering column to collapse on impact. This type of design (with at least 1 universal joint) must also be used in any steering column extension(s) that may be used to reach the driver's competition seating position.
16. Power steering may be modified in any of the following ways:
 - a. Disconnected
 - b. an OEM manual steering rack for that model may be fitted
 - c. an electric power steering pump may be fitted
 - d. An OEM electric-assisted steering system may be used.
17. Cars that come with a solid rear axle or trailing arm suspension are permitted an aftermarket or fabricated rear suspension. Cars with an altered rear suspension must add 50 lbs. Cars with live axle rear wheel drive may reduce the minimum weight by 50 lbs.

18. Original suspension pick-up points below the upper line of the wheel rim must be used within a tolerance of 1.0 inch; however, if the lower suspension pickup point is changed from the OEM location, 50 lbs. must be added to the car. The body/frame around the pick-up points may be reinforced; this reinforcement shall be limited to a radius of 6.0 inches. The 1.0 inch tolerance applies to pick-up points on the chassis only.
19. Suspension mounting points above the upper line of the wheel rim must be retained within a tolerance of 3.0 inches, however, the body/frame around the pick-up points may be reinforced; this reinforcement shall be limited to a radius of 6.0 inches. The 3.0 inch tolerance applies to pick-up points on chassis only.
20. The spindle and/or outer joint on the a-arm and/or strut may be moved to correct bump steer caused by changing the vehicle ride height. These components are not limited to the 1.0 inch of movement that applies to the suspension pick-up points located on the chassis.
21. Alternate control arms permitted.

O. Brakes

1. Brake lines may be relocated, and rubber lines may be replaced with stainless steel braided brake lines. Hand brake assemblies may be removed. Brake proportioning valves may be used provided that they are of the in line, pressure limiting type. Non-pressurized brake fluid lines and master cylinders need not be metal, metal shielded, or bulkheaded. Pressurized brake fluid lines must be metal, metal shielded, or bulkheaded.
2. Brake proportioning valves may be used provided that they are of the in line, pressure limiting type. Brake pad friction material is free.
3. Hand brake assemblies may be removed. Backing plates and dust shields may be modified, ventilated, or removed.
4. Brake duct inlets incorporated in the front spoiler as standard, or in light openings, other than headlights, may be used to duct air to the front brakes. Additionally, brake ducts may be fitted into the intermediate mounting surface of a permitted splitter.
5. Water spray cooling systems are permitted. The amount of water carried for injection into the brake duct is free. Water-cooled calipers are forbidden.
6. Wheel fans are not permitted.
7. When any allowed alternate calipers are used, calipers must be mounted in the same location and orientation as the OEM calipers. OE caliper mounting tabs may be modified or removed to facilitate installation.
8. Titanium piston inserts are permitted.
9. Rotors- 1 or 2 piece ferrous rotors that do not exceed 355mm in diameter or 33mm in thickness are permitted. Maximum brake rotor diameter of 380mm is permitted at a 100 pound penalty.
10. Calipers- The standard production calipers or any caliper with 6 or less pistons may be used. 4-piston calipers may use a maximum of 4 pads per caliper. 6-piston calipers are limited to 2 pads per caliper.
11. Original equipment master cylinders and pedals may be replaced.
12. Power assisted braking systems are permitted.
13. The balance of braking forces between the two wheels on an axle shall be equal and non-adjustable.
14. The balance of braking forces between the front and rear axles may only be adjusted by the driver through:
 - a. Direct intervention on the position of the center of the joint, on the linkage lever of the hydraulic pumps of the front and rear circuits.
 - b. Direct intervention on a proportioning valve in which the intake pressure is adjusted through a pre-loaded spring.

P. Tires & Wheels

1. Tires must conform to 9.3. Tires. GT1/ST tire make/size is free, DOT tires are not required. DOT tires per 9.3. Tires are required for GT2/ST cars. Slicks allowed on all GT2/ST cars with a 100-pound weight penalty.
2. Wheels / Hubs- The standard wheels may be replaced with direct, bolt-on racing/aftermarket wheels under the following provisions:
 - a. Loose wheel spacers of any type are not recommended.
 - b. All cars must run the same size wheel on the same axle, unless otherwise specified.
 - c. As viewed from above at the centerline of the wheel; the fender shall completely cover the "tread" portion of the tire. Only the tire sidewalls may be visible.
 - d. The wheel material is free, but they must be constructed of metallic material(s). No modifications (including grinding) are permitted on a vendor-supplied wheel.
 - e. Valve stems and caps are free.
 - f. Approved slicks (competition wets) with 100 lb. penalty.
3. Wheel Attachment
 - a. Center-locking type hubs and wheels may be used if vehicle is supplied with them from the manufacturer. If vehicle is not supplied with center-locking type wheels they may be used in conjunction with an adapter that bolts onto the OEM, or approved, hub.
 - b. If a single wheel nut is used, a safety spring must be in place on the nut whenever the car is running and must be replaced after each wheel change. These springs must be painted Day-Glo red or orange. Alternatively, another method of retaining the wheels may be used provided it has been approved by FIA.
4. Rear wheels may not exceed 18.0 inches in diameter and 13.0 inches in width. Front wheels may not exceed 18.0 inches in diameter and 11.0 inches in width.

Cars must comply with Appendix L. (prior generation TA2 rules) or current Trans Am rules at 2930 lbs. Tire make/size are free.

Article 4.8: Previous Generations of TransAM TA2 Cars

4.8.1: Purpose

- 4.8.1.1: These rules are intended to summarize all previous generations of the TransAm TA2 rules for inclusion in the Road Racing GT2 class.

4.8.2: COST CONTROL

- 4.8.2.1: Teams must (a) have a "COST CONTROL INSPECTION" form from the Trans Am Technical Manager or (b) provide the Make; Model; Part #; Supplier contact information; and the commercially available cost for the following items:

Shock Absorbers	\$850 each
Brake Calipers	\$550 each
Brake Pads	\$250/axle
Wheels	\$175 each

- 4.8.2.2: Data systems are limited to basic GPS based systems. Steering and throttle position sensors may be used, and RPM may be monitored. Shock/suspension position, brake pressure, wheel speed, and other advanced data devices may not be used.

- 4.8.2.3: All metal components shall be steel or aluminum.

- 4.8.2.4: Only the driver seat and rear wing may be constructed of carbon fiber.

4.8.3: WEIGHT

- 4.8.3.1: The minimum weight for all TA2 cars is 2930 pounds.

- 4.8.3.2: The maximum rear weight bias is 52%. If the percentage exceeds 52%, some or all of the fuel may be pumped out, but the car must still meet the minimum weight requirement with the fuel removed.

- 4.8.3.3: Ballast must solidly mounted and attached in such a way that tools are required for its removal. The location/configuration of any ballast shall not perform a function that is not otherwise approved in the PRR.

- 4.8.3.4: All weight and percentage measurements will be made, with the driver in place, as the car exits the track at the end of a practice, qualification, or race session.

4.8.4: BODY

The body rules are divided into two sections. The 2010+ Camaro-Mustang-Challenger body rules are found in Article 4.8.4.1. The "Stock Car" body rules are found in 4.8.4.2. Either body type may be used, but no "mixing and matching" between the two sets of rules is allowed.

4.8.4.1: 2010+ Camaro-Mustang-Challenger Bodies

- 4.8.4.1.1: The following 2010+ make/model bodies are allowed.

1. Chevrolet Camaro (Howe, and ARBodies, FiveStar are approved manufacturers)
2. Ford Mustang (Howe, ARBodies, FiveStar are approved manufacturers)
3. Dodge Challenger (Howe is the approved manufacturer)

The body manufacturer approval process consists of a Trans Am application from the manufacturer, a complete measurement session conducted by the Trans Am Technical Manager, and a set of body templates provided to Trans Am by the manufacturer. For information contact the Trans Am Technical Manager.

- 4.8.4.1.1.1: The maximum overall width of the body (except mirrors) is 80.0 inches.

- 4.8.4.1.1.2: The minimum height of the body (measured 10.0 inches behind the top of the windshield) is 47.0 inches.

- 4.8.4.1.2: All body components must be utilized in an as-produced, unmodified form and must retain all manufacturer identifying markings.

- 4.8.4.1.3: Absolutely no additional holes, vents, modifications, etc., will be permitted on the body panels except as provided herein.

- 4.8.4.1.4: The bottom of the car must not be "belly-panned" or flush paneled. No fixed or moveable air-directing devices are permitted underneath or inside the car, other than ductwork that serves no other purpose than to direct cooling air to the brakes, fuel/air metering device (carburetor or throttle body), and/or driver.

- 4.8.4.1.5: Full-width bottom shrouding of the front spoiler/nosebox area (front undertray) is permitted, but must be flat, and can extend no farther rearward than the center of the trailing edge of the radiator. Undertray may not be stepped or curved. Undertray may be angled in side view to produce a maximum height at the trailing edge of 3.50 inches above the ground.
- 4.8.4.1.6: Installation of air ducts to direct air to cool the driver is permitted. Air ducts to direct air to cool the driver can be installed behind the a-pillar. Duct and mount cannot exceed 8 inches in height by 12 inches in length. A maximum of three vents may be added to each rear side window to exhaust hot air from the driver's compartment.
- 4.8.4.1.7: The hood must have a minimum of four (4) positive locating pins on the leading edge of the hood and must be securely fastened by either pins or hinges at the rear
- 4.8.4.1.8: If used, a cowl opening shall be located at the rear edge of the hood at the base of the windshield and have a maximum opening of 2.5" deep by 20.0 inches wide. Fresh air boxes to the fuel/air metering device (carburetor or throttle body) are allowed as long as that ductwork serves no other purpose.
- 4.8.4.1.9: A front splitter must be used.
 - 4.8.4.1.9.1: A front splitter must follow the contour of the front bumper and may extending a maximum of 6.75 inches beyond the forward-most vertical portion of the center of the bumper. The splitter must follow the contour of the front body work.
 - 4.8.4.1.9.2: The minimum ground clearance for the splitter is 2.5 inches.
- 4.8.4.1.10: Cars must use either a Derhaag rear wing, or Howe rear wing.
 - 4.8.4.1.10.1: The Derhaag single plane wing (# T-A W2), if used, must include the end plates mounted in the original location. The wing profile (Liebeck Airfoil #1LD104E) may not be altered.
 - 4.8.4.1.10.1.1: The maximum height of the wing, including end plates and Gurney flap, can be no greater than the highest point on the roof. The roof may not be altered or pushed up to increase its height.
 - 4.8.4.1.10.1.2: The wing may not extend behind the rear bumper or bodywork measured at the centerline of the body.
 - 4.8.4.1.10.1.3: The maximum wing width, including end plates, is 65 5/16 inches.
 - 4.8.4.1.10.1.4: The cord length is a maximum of 10.75 inches.
 - 4.8.4.1.10.1.5: The wing end plates must fit within a rectangle measuring 11.00 inches long by 4.00 inches tall. All wing elements, including the Gurney flap, must be kept within the profile of the end plates. The endplates must be mounted parallel to the vehicle centerline, and must be perpendicular to the ground. Endplates must be flat, with no curvature or Gurney flap.
 - 4.8.4.1.10.1.6: A Gurney flap may be added to the wing element. It must be a uniform shape across the complete width of the wing. No air may pass between the Gurney flap and the wing. It must form a 90 degree angle with the wing surface. The size of the Gurney flap cannot exceed 0.50 inch high as measured from the wing surface. The thickness of the Gurney flap material must be 0.625 inch.
 - 4.8.4.1.10.1.7: Maximum angle of the rear wing element, from horizontal, is 30 degrees.
- 4.8.4.1.10.2: The Howe dual element wing (# AS105552), if used, must have the lower wing element mounted to the endplates in the original location as supplied by Howe. The upper element mounting location can be altered by slotting the existing holes, or adding holes in the end plates. The wing profiles must remain unmodified.
 - 4.8.4.1.10.2.1: The maximum height of the wing can be no greater than the highest point on the roof of the car.
 - 4.8.4.1.10.2.2: The wing may not extend behind the rear bumper or bodywork measured at the centerline of the body.
 - 4.8.4.1.10.2.3: The maximum wing width, including end plates, is 65 5/16 inches.
 - 4.8.4.1.10.2.4: The dog leg style Howe endplates must be used without modification. All wing elements, including the Gurney flap, must be kept within the profile of the end plates. The endplates must be mounted parallel to the vehicle centerline, and must be perpendicular to the ground. Endplates must be flat, with no curvature or Gurney flap.
 - 4.8.4.1.10.2.5: A Gurney flap may be added to the upper wing element. It must be a uniform shape across the complete width of the wing. No air may pass between the Gurney flap and the wing. It must form a 90 degree angle with the wing surface. The size of the Gurney flap cannot exceed 0.375 inch. The thickness of the Gurney flap must be 0.0625 inches

- 4.8.4.1.10.2.6: The maximum angle of the rear wing lower element, from horizontal, is 30 degrees.
- 4.8.4.1.11: A full, stock-dimension molded front windshield is mandatory and must be constructed from 3/16" (minimum) Lexan. Three (3) 1-inch by 1/8" thickness internal windshield support braces must be spaced at least on six-inch centers and roughly centered on the windshield. The windshield must be secured to the body by fasteners to prevent the windshield from popping out under internal pressure.
- 4.8.4.1.12: A full, stock dimension molded rear "glass" constructed of minimum .093' thickness Lexan is required. It must be held securely in place by a minimum of two (2) 1.0" wide external straps as well as fasteners mounting the "glass" to the rear bodywork around the perimeter of the opening. Back "glass" must also be securely braced internally to prevent significant bowing or distortion under racing conditions.
- 4.8.4.1.13: Side windows openings (driver and passenger side) must remain as produced in dimensions. Models with rear quarter or opera windows must have the stock opening covered with clear, securely mounted 0.093" thick Lexan.
- 4.8.4.1.14: Cockpit floors must be complete with no tunnels and/or air ducts allowed.
- 4.8.4.1.15: No body streamlining is allowed (windshields, radiator grills, headlights, etc.).
- 4.8.4.1.16: Body seams may not be taped for practice, qualifying, or race sessions. Exception may be granted by the Technical Manager for the temporary repair of damaged parts. If permission is granted the tape must match the color of the portion of the car being taped, or be clear.
- 4.8.4.1.17: Headlight decals and taillight decals or the model's original taillights are required at all times. Two functioning brake lights in the approximate location of the stock taillights are required. Two functioning taillights are also required.
- 4.8.4.1.18: Vent windows, with or without air ducts, may be used at the A-pillar. The maximum dimension, measured along the bottom of the window opening in the door is eleven (11) inches. The trailing edge must be ninety (90) degrees from the top of the door to bottom of the window opening.
- 4.8.4.1.19: Mirrors of sufficient size/area must be mounted on both sides of the race car and allow the driver to clearly see cars to *the* left and right.
- 4.8.4.1.20: The upper half of the grill area on the 2010 + Camaro may be taped closed to help control the engine temperature. The tape must be trimmed to allow the complete manufacturer's emblem in the center of the grill to be visible.
- 4.8.4.1.21: For 2010 + Camaro and Mustang bodied cars, two hood louver panels (Howe part #B940) may be installed. The panels are .083" aluminum x 15 1/2" long x 4" wide. They must be mounted on the top of the hood with the rear of the panel 8" forward of the rear edge of the hood, and spaced as shown in the diagram.

Other body styles may also use the louvers. Teams must contact the Technical Director prior to installation to determine the location dimensions

4.8.4.2: Stock Car Bodies

- 4.8.4.2.1: Cars in the class must use 1997, through current year, commercially available stock car bodywork. The following make/model bodies are allowed:

1. Cadillac CTS
2. Chevrolet Impala
3. Chevrolet Malibu
4. Chevrolet Monte Carlo
5. Chevrolet SS
6. Dodge Intrepid
7. Ford Fusion
8. Ford Taurus
9. Lincoln MKS
10. Pontiac G8
11. Pontiac GTO
12. Pontiac Grand Prix
13. Toyota Camry

Gen late Model Stock Car Bodies are allows:

1. Chevrolet Camaro
2. Ford Mustang
3. Toyota Camry

- 4.8.4.2.1.1: The maximum overall width of the body (except mirrors) is 80.0 inches.
- 4.8.4.2.1.2: The minimum height of the body (measured 10.0 inches behind the top of the windshield) is 47.0 inches.
- 4.8.4.2.2: All body components must be utilized in an as-produced, unmodified form and must retain all manufacturer identifying markings. No "one-off" or "high downforce" body packages are allowed.
- 4.8.4.2.3: Absolutely no additional holes, vents, modifications, etc., will be permitted on the body panels except as provided herein.
- 4.8.4.2.4: The bottom of the car must not be "belly-panned" or flush paneled. No fixed or moveable air-directing devices are permitted underneath or inside the car, other than ductwork that serves no other purpose than to direct cooling air to the brakes, fuel/air metering device (carburetor or throttle body), and/or driver.
- 4.8.4.2.5: Full-width bottom shrouding of the front spoiler/nosebox area (front undertray) is permitted, but must be flat, and can extend no farther rearward than the center of the trailing edge of the radiator. Undertray may not be stepped or curved. Undertray may be angled in side view to produce a maximum height at the trailing edge of 3.50 inches above the ground.
- 4.8.4.2.6: Installation of air ducts to direct air to cool the driver is permitted. Air ducts to direct air to cool the driver can be installed behind the a-pillar. Duct and mount cannot exceed 8 inches in height by 12 inches in length. A maximum of three vents may be added to each rear side window to exhaust hot air from the driver's compartment.
- 4.8.4.2.7: The hood must have a minimum of four (4) positive locating pins on the leading edge of the hood and must be securely fastened by either pins or hinges at the rear
- 4.8.4.2.8: If used, a cowl opening shall be located at the rear edge of the hood at the base of the windshield and have a maximum opening of 2.5" deep by 20.0 inches wide. Fresh air boxes to the fuel/air metering device (carburetor or throttle body) are allowed as long as that ductwork serves no other purpose.
- 4.8.4.2.9: A front air dam or splitter must be used.
 - 4.8.4.2.9.1: A front air dam, if used, shall not protrude beyond the overall outline of the car as viewed from above. The air dam shall not extend aft of the forward most part of the front fender opening (cutout). The minimum ground clearance for the air dam is 2.5 inches.
 - 4.8.4.2.9.2: A front splitter, if used, must follow the contour of the front bumper and may extending a maximum of 3 inches beyond the bumper. The minimum ground clearance for the splitter is 2.5 inches.
- 4.8.4.2.10: Cars must use either a rear spoiler, a Derhaag rear wing, or Howe rear wing.
 - 4.8.4.2.10.1: The single-plane rear blade spoiler, if used, must be mounted at an angle from 50 to 75 degrees (perpendicular to the ground being 90 degrees) and may not extend beyond the rear bumper when from directly above the rear bumper. Spoilers must be a minimum of .063 aluminum or Lexan and may vary in overall height to match the contours of the bodywork. The rear spoiler dimensions shall not exceed 59.0 inches wide by 5.0 inches in height, (measured on the material surface) or 295.0 square inches total surface area. Braces to prevent spoiler deflection are allowed, but may not serve any other purpose.
 - 4.8.4.2.10.2: The wing, Derhaag single plane wing (# T-A W2), if used, must include the end plates mounted in the original location as supplied by Derhaag. The wing profile must remain an unmodified single element Liebeck Airfoil #1LD104E scaled to a cord length of 10.75 inches.
 - 4.8.4.2.10.2.1: The maximum height of the wing can be no greater than the highest point on the roof of the car.
 - 4.8.4.2.10.2.2: The wing may not extend behind the rear bumper or bodywork measured at the centerline of the body. Wing mounting brackets may be fabricated to achieve the proper wing location.
 - 4.8.4.2.10.2.3: The maximum wing width, including end plates, is 65 -5/16 inches.
 - 4.8.4.2.10.2.4: The wing end plates must fit within a rectangle measuring 11.00 inches long by 4.00 inches tall. All wing elements, including the Gurney flap, must be kept within the profile of the end plates. The endplates must be mounted parallel to the vehicle centerline, and must be perpendicular to the ground. Endplates must be flat, with no curvature or Gurney tabs.
 - 4.8.4.2.10.2.5: A Gurney flap may be added to the upper wing element. It must be a uniform shape across the complete width of the wing, and must be kept within the profile of the end plates. No air may pass between the tab and the wing. It must form a 90 degree angle with the wing surface. The size of the Gurney flap cannot exceed 1/2 inch high as measured from the wing surface. The thickness of the Gurney flap material must be 1/16 inch.

4.8.4.2.10.2.6: Maximum angle of the rear wing element, from horizontal, is 30 degrees.

4.8.4.2.10.3: The Howe dual element wing (# AS105552), if used, must have the lower wing element mounted to the endplates in the original location as supplied by Howe. The upper element mounting location can be altered by slotting the existing holes, or adding holes in the end plates. The wing profile must remain unmodified.

4.8.4.2.10.3.1: The maximum height of the wing can be no greater than the highest point on the roof of the car.

4.8.4.2.10.3.2: The wing may not extend behind the rear bumper or bodywork measured at the centerline of the body. Howe wing mounting brackets may be modified or replaced to achieve the proper wing location.

4.8.4.2.10.3.3: The maximum wing width, including end plates, is 55 3/4 inches.

4.8.4.2.10.3.4: The dog leg style Howe endplates must be used without modification. All wing elements, including the Gurney flap, must be kept within the profile of the end plates. The endplates must be mounted parallel to the vehicle centerline, and must be perpendicular to the ground. Endplates must be flat, with no curvature or Gurney flap.

4.8.4.2.10.3.5: A Gurney flap may be added to the upper wing element. It must be a uniform shape across the complete width of the wing, and must be kept within the profile of the end plates. It must form a 90 degree angle with the wing surface. The size of the Gurney flap cannot exceed 0.375 inch high as measured from the wing surface. The thickness of the Gurney flap material must be 0.0625 inch.

4.8.4.2.10.3.6: Maximum angle of the rear wing lower element, from horizontal, is 30 degrees.

4.8.4.2.11: A full, stock-dimension molded front windshield is mandatory and must be constructed from 3/16" (minimum) Lexan. Three (3) 1-inch by 1/8" thickness internal windshield support braces should be spaced at least on six-inch centers and roughly centered on the windshield. The windshield must be secured to the body by fasteners to prevent the windshield from popping out under internal pressure.

4.8.4.2.12: A full, stock dimension molded rear "glass" constructed of minimum .093" thickness Lexan is required. It must be held securely in place by a minimum of two (2) 1.0" wide external straps as well as fasteners mounting the "glass" to the rear bodywork around the perimeter of the opening. Back "glass" must also be securely braced internally to prevent significant bowing or distortion under racing conditions.

4.8.4.2.13: Side windows openings (driver and passenger side) must remain as produced in dimensions. Models with rear quarter or opera windows must have the stock opening covered with clear, securely mounted .093" thick Lexan.

4.8.4.2.14: Cockpit floors must be complete with no tunnels and/or air ducts allowed.

4.8.4.2.15: No body streamlining is allowed (windshields, radiator grills, headlights, etc.).

4.8.4.2.16: Body seams may not be taped for practice, qualifying, or race sessions. Exception may be granted by the Technical Manager for the temporary repair of damaged parts. If permission is granted the tape must match the color of the portion of the car being taped, or be clear.

4.8.4.2.17: Headlight decals and taillight decals or the model's original taillights are required at all times. Two functioning brake lights in the approximate location of the stock taillights are required. Two functioning taillights are also required.

4.8.4.2.18: Vent windows, with or without air ducts, may be used at the A-pillar. The maximum dimension, measured along the bottom of the window opening in the door is eleven (11) inches. The trailing edge must be ninety (90) degrees from the top of the door to bottom of the window opening.

4.8.4.2.19: Mirrors of sufficient size/area must be mounted on both sides of the race car and allow the driver to clearly see cars to the left and right.

4.8.5: CHASSIS/SUSPENSION:

The chassis shall be designed to provide maximum protection to the driver. The intent of the following rules is to maintain the recognizable external features of the manufacturer's make and model while providing for necessary safety and performance modifications. Chassis must be produced by a "Trans Am Approved Manufacturer" and must be commercially available. For information on the approval process, contact the Trans Am Technical Manager. (Howe is an approved chassis manufacturer, others are pending for 2013). For older chassis rule see 4.8.5.9.

4.8.5.1: Frame

4.8.5.1.1: Configuration must be full-frame, front engine, front steering, rear drive, and shall provide all suspension mounting points. The frame must be constructed of mild steel tubing (SAE 1010, 1020, or 1025 recommended). All construction and materials must conform to all SCCA Pro Racing Rules (2013 PRR).

4.8.5.1.2: Each frame must have a permanent tag attached to identify the original manufacturer and serial number.

4.8.5.1.3: All cars must have mainframe rails of rectangular steel tubing with minimum dimensions of 2.0" x 3.0" x 0.083" wall thickness. Mainframe rails are defined as the lower outboard frame rails between the front firewall bulkhead and the rear main hoop bulkhead.

4.8.5.1.4: The roll cage and side door bars must be constructed of mild steel tubing and according to the specifications found in Appendix J.

4.8.5.1.5: The minimum ground clearance for any part of the chassis, rearward of the centerline of the front tires is 3.50 inches

4.8.5.2: Front Suspension

4.8.5.2.1: Only basic-type coil-over, upper A-arm, with lower A-arm, or lower control arm/strut type front suspension is allowed.

4.8.5.2.2: The upper A-arm must be made of steel and be 7.0"-11.0" long when measured from the center of the ball joint to the center of the cross shaft, or a line connecting the two spherical rod ends. Cross shafts, if used can be made of steel or aluminum.

4.8.5.2.3: Lower arms must be made of steel and be 13.0"-19.0" long when measured from the center of the ball joint to the center of the cross shaft, or a line connecting the two spherical rod ends (A-arm style); or from the center of the ball joint to the center of the spherical rod end (control arm style). Struts used in conjunction with control arm style arms may be made of steel or aluminum. Cross shafts, if used can be made of steel or aluminum.

4.8.5.2.4: Front spindles/uprights must be steel, designed for racing applications, and be commercially available to all competitors.

4.8.5.3: Rear Suspension

4.8.5.3.1: Only basic-type live solid axle, 3 link, coil-over suspension is allowed. This shall consist of two (2) fore/aft control arms, and a single third link arm. Independent rear suspensions are not allowed.

4.8.5.3.2: Axle housings may not rotate inside the axle mounting brackets (no birdcage designs).

4.8.5.3.3: A 3-link design shall consist of three (3) attaching points on the rear axle housing and three (3) attaching points on the chassis.

4.8.5.3.4: The two fore/aft control arms must be directed forward from the rear axle, be 23"-29" long, and run parallel to the car's centerline (+/- 10 degrees) in the plan view. Fore/aft control arms must be one piece (no springs/shocks/rockers). The control arm ends may be spherical rod ends or rubber/plastic bushings.

4.8.5.3.5: The single third link arm must be directed forward from the rear axle, be 15"-21" in length, and run parallel to the car's centerline (+/- 10 degrees) in the plan view. The third link arm ends may be spherical rod ends or rubber/plastic bushings. Spring-loaded and/or cushioned (torque absorbing) third link arms are allowed.

4.8.5.3.6: A Panhard bar or Watts linkage may be used to control rear suspension centering and lateral motion.

4.8.5.3.7: Driver-controlled adjustment of the suspension while the car is in motion is not allowed.

4.8.5.4: Track Width

4.8.5.4.1: The front and rear track width must be 63"- 65".

4.8.5.5: Wheel Base

4.8.5.5.1: The wheel base must be 102"-105", and be the same on both sides of the car (+/- .75").

4.8.5.6: Shocks/Springs

4.8.5.6.1: Only one coil-over shock/spring assembly may be used at each corner of the suspension.

4.8.5.6.2: Driver adjustable or electronically controlled shocks are not allowed.

4.8.5.7: Anti-Roll Bars

4.8.5.7.1: One (1) front and one (1) rear anti-roll bar are permitted.

4.8.5.7.2: Anti-roll bars must be made of steel. The arms may be made of steel or aluminum.

4.8.5.7.3: Driver adjustable anti-roll bars are not permitted.

4.8.5.8: Steering

4.8.5.8.1: The steering wheel must be mechanically coupled to the front wheels only (no "steer by-wire" or "four wheel" steering is allowed)

4.8.5.8.2: Power assisted steering is allowed.

4.8.5.9: Older Chassis/Suspensions

4.8.5.9.1: Race cars that were eligible to compete in the TA2 class during 2010-2012, may continue to run the chassis/suspension combination that was used during that time period. Entrants must provide evidence of the rules when asked under which the car was prepared.

4.8.6: WHEELS/TIRES/BRAKES

- 4.8.6.1: Wheels must be 15" diameter specifically designed for racing. Wheel back spacing must be a minimum of 3.00 inches and a maximum of 7.00 inches. Maximum wheel width is 10". Wheels can be steel or aluminum and must weigh at least 18 pounds.
- 4.8.6.2: TA2 cars competing as GT2 cars in Road Racing events may use any tire that fits a TA2-compliant rim.
- 4.8.6.3: All vehicles must use dual master cylinder, 4-wheel disc brake systems.
- 4.8.6.4: Driver adjustable brake bias is allowed.
- 4.8.6.5: Brake rotors must be iron with a maximum diameter of 12.19", a minimum thickness of .810", and a maximum thickness of 1.25".
- 4.8.6.6: Brake fluid recirculators are allowed.
- 4.8.6.7: Inline blowers may be used in the brake cooling ducts.
- 4.8.6.8: Water cooling of the brakes is not allowed.
- 4.8.6.8: Electronically controlled anti-lock braking systems are not permitted.
- 4.8.6.9: Brake pad materials are unrestricted except for cost (4.8.2.1).

4.8.7: DRIVETRAIN**4.8.7.1: TRANSMISSION/CLUTCH /BELLHOUSING**

- 4.8.7.1.1: Transmissions must be commercially available manual units with four forward gears and an operating, driver-engageable, reverse gear. All forward gears must be at least 1.00 inches thick. A manual "H-style" shift linkage is required. No sequential shift mechanisms are allowed. Ceramic bearings are not allowed.
- 4.8.7.1.2: The clutch is limited to no more than three steel disks and floater plates with a minimum clutch diameter of 5.25 inches. No carbon parts or carbon clutches are allowed.
- 4.8.7.1.3: Bellhousings must be Quarter Master, Tilton or meet requirements found in Appendix E. Transmissions must bolt directly to the rear bellhousing surface. (i.e. - the 10" spacers common in the Trans Am class are not allowed).

4.8.7.2: DRIVESHAFT

- 4.8.7.2.1: The driveshaft must be one piece and made of metal.
- 4.8.7.2.2: A minimum of two steel 360-degree driveshaft hoops shall be installed. The hoops must be of sufficient strength to contain the driveshaft in case of u-joint or driveshaft failure. The hoops shall be located within twelve (12) inches of the front of the shaft and as close as practical to the rear u-joint.

4.8.7.3: REAR END

- 4.8.7.3.1: All cars must utilize a commercially available quick change *or Ford 9"* rear end.
- 4.8.7.3.2: All axles and axle tubes must be made of steel.
- 4.8.7.3.3: Differentials must be of the Detroit Locker type (ratcheting), or the Trutrack type (helical/worm gear). A spool may also be used. Externally adjustable differentials are prohibited. Final drive units which permit ratio changes while the car is in motion are prohibited.
- 4.8.7.3.4: The maximum rear camber per wheel is +/- 2.0 degrees.

4.8.8: ENGINES

The "base" engine for TransAm's TA2 class is the GM LS3 as described in Addendum A. This engine can be used in all body types. Other engine packages are described in Addendums B-X. Specific rules for these engine packages are found in:

- ADDENDUM A: TA2 "Base" Engine
- ADDENDUM B: TA2 GM LS1 Engine
- ADDENDUM C: TA2 Traditional Carbureted Engine
- ADDENDUM D: TA2 Restricted Carbureted Engine
- ADDENDUM E: TA2 EFI Ford Engine
- ADDENDUM F: TA2 Carbureted Ford Engine
- ADDENDUM G: TA2 Dodge Engine

As new engine packages are proposed, they will be evaluated by the Trans Am Series and may be added under these rules. New engines packages cannot exceed the American Muscle "Base" Engine's average power and torque levels over the normal operating RPM range. Any newly proposed engine package will be evaluated by the Trans Am Technical Manager. Evaluation will consist of the submission of a detailed American Muscle Engine Component Build Sheet, along with presenting a prototype engine for dynamometer testing. Contact the Trans Am Technical Manager for details.

The following rules apply to all engine packages:

- 4.8.8.1: All engines will be normally aspirated V-8s.
- 4.8.8.2: Engine offset is a maximum of 1.0 inch, measured from the crankshaft centerline to the longitudinal centerline of the chassis.
- 4.8.8.3: Engine setback is measured perpendicular to a line connecting the front suspension, left and right side, lower ball-joints to the engine bellhousing flange. The maximum setback for engines in Addendums A through F is 21.75-inches. The maximum setback for engines in Addendum G is 24-inches.
- 4.8.8.4: Engine height for Addendum A through F engines is a minimum of 9.5-inches above the ground, measured from the crankshaft centerline to the ground. Engine height for Addendum G engines is a minimum of 8.5-inches above the ground, measured from the crankshaft centerline to the ground.
- 4.8.8.5: Alternators must be OEM type and must be belt driven. They may be driven off the engine or drivetrain components.
- 4.8.8.6: Water pumps must be OEM type. Water pump impellers may be altered for improved cooling. The OEM coolant flow direction must be maintained
- 4.8.8.7: Spark plugs are unrestricted.
- 4.8.8.8: The radiator must retain a stock appearance and must be located in front of the engine. The top of the radiator may be laid back a maximum of 3.00 inches from vertical.
- 4.8.8.9: Any commercially available exhaust system that meets the Trans Am sound requirements may be used. Exhaust systems may be constructed from mild or stainless steel, and be chromed, ceramic coated, and/or painted. No Inconel, titanium, or other high cost materials may be used.

Addendum A: TA2 "BASE" ENGINE:

(GENERAL MOTORS LS3 ENGINE EXCEPT AS MODIFIED BELOW)

- A.1: A stock Mass Air Flow (MAF) sensor, GM part #25168491, or #15865791 must be used. Any commercially available air filter may be used. All tubes between the air filter and throttle body must be metal (except unions used to connect intake tubes). The maximum outside diameter of the tubes is 4.0 inches. No tapered tubing, tapered inserts, or airflow directing devices may be used in the tubing connecting the air filter to the throttle body.
- A.2: The throttle body must be either a GM 90mm, electronic, part #12570790, or Edelbrock 90mm, mechanical, part #3869 or #3870.
 - A.2.1: Throttle bodies may not be modified.
 - A.2.2: A 2.250 inch diameter flat plate restrictor must be in place during all practice, qualification, and race sessions. Teams or engine builders wishing to test using the restrictor should contact the Technical Manager of Trans Am and they will provide restrictors for sale.
- A.3: An unmodified LS3 GM (short), or L92 GM (tall) intake manifold must be used. Identically equivalent GM part number intake manifolds may also be used.
- A.4: Unmodified GM LS3 cylinder heads, GM casting #'s 0821, 0823, or 5364 must be used. Porting and/or polishing is not allowed. No more than a three angle valve job with a bottom cut of 60 degrees is permitted. A maximum of 0.250" inches from the head of the valve seat to the bottom of the 60 degree bottom cut is allowed. No grinding in the combustion chamber bowl area is allowed. No interior or exterior coatings are permitted. Valve covers are unrestricted.
- A.5: The maximum compression ratio is 10.7:1.
- A.6: The spec "American Muscle" camshaft must be used. Prior to use, each cam must be measured by the Trans Am Technical Manager. A Trans Am serial number will then be applied. The cam must be ordered through Schwanke Engines, (507.723.4120). Stock rocker arms, with a 1.7:1 ratio must be used. Stock valve spring retainers and keepers (locks/keys) must be used (no titanium). Any valve springs are allowed.
- A.7: The stock engine bore is 4.065 inches (103.25 mm). Cylinders may be honed as part of the normal freshening procedure, but the engine displacement cannot exceed 378 cubic inches.
- A.8: The stock crankshaft, with a 3.622 inch (92 mm) stroke, must be used.
- A.9: Aftermarket pistons, piston rings, piston pins and connecting rods may be used if the basic design and weight is the same as the stock GM components.
- A.10: Aftermarket fasteners, including rod bolts are allowed (no titanium).
- A.11: The oil pan is unrestricted, but the oiling system may not exceed a four-stage system (three scavenge and one pressure).
- A.12: A GM ECU must be used. It may be re-flashed and the maximum RPM set at 6800 RPM.

Addendum B: TA2 GM LS1"ENGINE:**(General Motors LS-1 Corvette engine except as modified below)**

- B.1: A stock Mass Air Flow (MAF) sensor, GM part #25168491, or #15865791 must be used. Any commercially available air filter may be used. All tubes between the air filter and throttle body must be metal (except unions used to connect intake tubes). The maximum outside diameter of the tubes is 4.0 inches. No tapered tubing, tapered inserts, or airflow directing devices may be used in the tubing connecting the air filter to the throttle body.
- B.2: Throttle bodies can be mechanically or electronically operated.
- B.3: Intake manifold/fuel system options include:
- B.3.1: A stock, unmodified LS-1 intake manifold, GM #12560894, with the stock GM 75 mm throttle body
- B.3.2: A stock, LS-2 intake manifold, modified only to fit a 90 mm throttle body, with any 90 mm throttle body.
- B.3.3: A stock, LS-6 intake manifold, GM #12573572 or #88894339, with the stock GM 75mm throttle body.
- B.3.4: The fuel injection system may be completely replaced with a Holley carburetor, 650 CFM, double pumper, part #0-80541. The carburetor must be completely unmodified except for changing of jets and changes (safety wire or epoxy) to keep the booster nozzles from falling into the intake manifold. No porting, polishing or addition of any other material is permitted. A maximum 1.00 inch thick spacer may be used between the intake manifold and the carburetor. This conversion also requires a GM intake manifold #88958675 and a MSD #6014X timing module.
- B.4: Unmodified LS cylinder heads, part numbers 241, 243, 799, or 853 must be used. Porting and/or polishing is not allowed. No more than a three angle valve job with a bottom cut of 60 degrees is permitted. A maximum of 0.250" inches from the head of the valve seat to the bottom of the 60 degree bottom cut is allowed. No grinding in the combustion chamber bowl area is allowed. No interior or exterior coatings are permitted.
- B.5: The maximum compression ratio is 10.1:1.
- B.6: The camshaft must be a GM #12480110 ("LS" V8 ASA cam).
- B.6.1: Max lift, measured at the intake and exhaust valves, = 0.525 inches
- B.6.2: Duration at .050" lift: intake = 226 degrees, exhaust = 236 degrees
- B.6.3: Lobe center separation angle = 110 degrees
- B.6.4: Stock rocker arms, with a 1.7:1 ratio must be used.
- B.6.5: Stock valve spring retainers and keepers (locks/keys) must be used (no titanium).
- B.6.6: Any valve springs are allowed.
- B.7: The stock engine bore is 3.898 inch (99 mm). Cylinders may be honed as part of the normal freshening procedure, but the engine displacement cannot exceed 350 cubic inches.
- B.8: The stock crankshaft stroke, of 3.622 inch (92 mm) stroke, must be maintained.
- B.9: The crankshaft may be replaced with Eagle # 434636226100. Rods may be replaced with Eagle # 612503D2000, Callies Compstar # 6125LS1, or Engine Pro# 10-1108-8.
- B.10: Aftermarket fasteners, including rod bolts are allowed (no titanium).
- B.11: The oil pan is unrestricted, but the oiling system may not exceed a four-stage system (three scavenge and one pressure).
- B.12: A GM ECU must be used. It may be re-flashed and the maximum RPM set at 6800 RPM.

Addendum C: TA2 TRADITIONAL CARBURETED ENGINE

- C.1: Air cleaners are required at all times. The air filter housing must be centered on the carburetor and all air entering the engine shall pass through the filter. The air filter element may not exceed 15.00 inches in diameter and the maximum element height is 4.00 inches.
- C.2: The carburetor must be a Holley, 650 CFM, double pumper, part #0-80541. The carburetor must be completely unmodified except for changing of jets and changes (safety wire or epoxy) to keep the booster nozzles from falling into the intake manifold. No porting, polishing or addition of any other material is permitted. A maximum 1.00 inch thick spacer may be used between the intake manifold and the carburetor
- C.3: Intake Manifolds:
- C.3.1: No modifications to the intake manifold are allowed. No porting, polishing or filling of ports with any kind of material is allowed. No internal or external coatings or painting of any type is allowed.
- C.3.2: Chevrolet intake manifold must be an Edelbrock Victor Jr., part #2975.
- C.3.3: Ford intake manifold must be an Edelbrock Victor Jr., part #2980 or #2981.
- C.3.4: Chrysler intake manifold must be an Edelbrock Victor W-2, part #2920.

C.4: Cylinder Heads:

C.4.1: The minimum combustion chamber allowed is 62.0 cc and the internal cylinder head chamber dimensions must remain identical to the cylinder head's original chamber dimensions. Grinding for cc adjustments is allowable only in the combustion chamber cavity area. The cylinder head's original squish area must not be modified from the original dimensions at any point in the cylinder head. Porting and polishing is not allowed. No more than a three-angle valve job with a bottom cut of 60 degrees is permitted. A maximum of 0.250 inches from the head of the valve seat to the bottom of the 60-degree bottom cut is allowed. No interior or exterior coatings are permitted.

C.4.2: Maximum intake valve diameter is 2.020 inches. Maximum exhaust valve diameter is 1.600 inches. No titanium valves are allowed. Valve stem size must be a minimum of 11/32" and must remain as delivered from the manufacturer without modification. No pro-flow or any type of valve that steps down in diameter beyond the listed dimensions are allowed.

C.4.3: Chevrolet cylinder heads must be Dart cast iron part #10310010P (which replaced part #1112B and #1115B), or Dart aluminum part # 11310010P.

C.4.4: Ford cylinder heads must be Dart cast iron part #13410010, Dart aluminum part #13210010, or World Products' Windsor cast iron part #053040.

C.4.5: Mopar cylinder heads must be Mopar Performance Econo W2, part #P4529994.

C.4.6: Valve covers are unrestricted.

C.5: The maximum compression ratio is 10.2:1.

C.6: Any roller or flat tappet camshaft with a maximum lift of 0.612 inches (measured at the valve with zero lash) may be used. Engle cam shaft part #RK-38 meets these specifications. The cam drive may use either a chain or belt system. Rocker arms may be any OEM, or roller bearing type. No split shaft or shaft mounted rocker arms are permitted. The maximum rocker arm ratio is 1.6:1.

C.7: Aftermarket engine blocks are allowed, but must be equal to or greater in weight and exterior dimensions compared to the original manufacturer of the make and model. No aftermarket aluminum blocks are allowed. Engine displacement can be a maximum of 358 cubic inches.

C.8: The crankshaft must be made of steel or iron. The stroke may be increased or decreased, but the minimum stroke length is 3.25 inches. The minimum (bare crank) allowable weight is 46 pounds. Lightweight, knife-edge, 180-degree, pendulum cut, scalloped, and/or undercut counterweight crankshafts are prohibited.

C.9: Aftermarket or OEM pistons must be any forged flat top version, however valve reliefs may be cut into the top surface. No portion of the piston may protrude from the block. Each piston must have two compression rings and one oil ring groove. The minimum wall thickness of the piston wrist pin must be .125 inches and must be made of steel. Any type of wrist pin locking device may be used. Connecting rods must be solid steel. No titanium, aluminum, stainless steel or composite rods are allowed.

C.10: Aftermarket fasteners, including rod bolts are allowed.

C.11: The oil pan is unrestricted, but the oiling system may not exceed a four-stage system (three scavenge, and one pressure).

C.12: Ignition systems may be OEM or electronic. No magnetos are allowed. The distributor must mount in the stock location. No ignition components may be located on the driver's side of the chassis. The ignition(s) must have a soft touch rev limit chip set at 7000 rpm (no variable and/or adjustable ignition systems are allowed). The soft touch system must be enclosed and have no interruptions or breaks in the wires en route to the distributor. All ignition wires connecting to the rev limiter(s), the ignition box(es), and the coil(s) must be readily accessible for inspection. No other wires may intersect or connect to those wires operation the ignition system(s) save for the ignition switch(es). If more than one ignition box is used each will be limited by a separate 7000 RPM rev limiter.

Addendum D: TA2 RESTRICTED CARBURETED ENGINE

D.1: Air cleaners are required at all times. The air filter housing must be centered on the carburetor and all air entering the engine shall pass through the filter. The air filter element may not exceed 15.00 inches in diameter and the maximum element height is 4.00 inches.

D.2: Any 4 barrel, modular carburetor may be used, subject to the following restrictions:

D2.1: Engines using a Holley, 650 CFM, double pumper, part #0-80541 will be limited to 7000 RPM. The carburetor must be completely unmodified except for changing of jets and changes (safety wire or epoxy) to keep the booster nozzles from falling into the intake manifold. No porting, polishing or addition of any other material is permitted. A maximum 1.00 inch thick spacer may be used between the intake manifold and the carburetor.

D.2.2: Restricted engines using any other carburetor will be limited to 6500 RPM. A maximum 1.00 inch thick spacer may be used between the intake manifold and the carburetor.

D.3: Any intake manifold may be used.

D.4: Any cylinder heads may be used. Maximum intake valve diameter is 2.050 inches. Maximum exhaust valve diameter is 1.600 inches. No titanium valves are allowed. Valve covers are unrestricted

D.5: The maximum engine compression ratio is 9.5:1.

D.6: Any roller or flat tappet camshaft with a maximum lift of 0.550 inches (measured at the valve with 0 lash) may be used.

- D.7: Aftermarket engine blocks are allowed, but must be equal to or greater in weight and exterior dimensions compared to the original manufacturer of the make and model. No aftermarket aluminum blocks are allowed. Engine displacement can be a maximum of 366 cubic inches.
- D.8: The crankshaft must be made of steel or iron. The stroke may be increased or decreased, but the minimum stroke length is 3.25 inches. The minimum (bare crank) allowable weight is 46 pounds. Lightweight, knife-edge, 180-degree, pendulum cut, scalloped, and/or undercut counterweight crankshafts are prohibited.
- D.9: Connecting rods must be solid steel. No titanium, aluminum, stainless steel or composite rods are allowed.
- D.10: Aftermarket fasteners, including rod bolts are allowed.
- D.11: The oil pan is unrestricted, but the oiling system may not exceed a four-stage system (three scavenge and one pressure).
- D.12: Ignition systems may be OEM or electronic. No magnetos are allowed. The distributor must mount in the stock location. No ignition components may be located on the driver's side of the chassis. The ignition(s) must have a soft touch rev limit chip set at a maximum of 6500 or 7000 rpm depending the carburetor being used (no variable and/or adjustable ignition systems are allowed). The soft touch system must be enclosed and have no interruptions or breaks in the wires en route to the distributor. All ignition wires connecting to the rev limiter(s), the ignition box(es), and the coil(s) must be readily accessible for inspection. No other wires may intersect or connect to those wires operation the ignition system(s) save for the ignition switch(es). If more than one ignition box is used each will be limited by a separate RPM rev limiter.

Addendum E: TA2 EFI Ford Engine

TA2 EFI Ford Engine

- E.1: Only Spectre plenum (part # 9849), SLP air filter housing (part # 21044), with Howe air filter base (part # E147), and AC Delco air filter (part # 25042562) are approved for competition. The air filter must be mounted on the top of the radiator air box and draw air through the nose of the car. A single inlet tube between the air filter and throttle body must be metal (except unions used to connect intake tubes). Nothing may direct or force air to air filter, or housing. The filter must be installed into housing, and just the filter hanging thru with no scoops, deflectors, or funnels directing air. Single inlet tube must be 4" OD with a wall thickness of 0.055"-0.085". Absolutely nothing can be located inside of the tube with the exception of an air temperature sensor, or a mass air flow sensor. No devices, or strategies, that attempt to alter the air flow are allowed. It is strongly suggested that any air intake systems, or alteration, that competitors would like to run be approved in writing by the TA2 Technical Director.
- E.2: An unaltered Governor 1" Base Plate (Part #: ALL26060) with unaltered 1.250" inserts (Part #: ALL26066) must be in place during all practice, qualification, and race sessions. Other than 0.063" normal gaskets, no part other than the Governor Plate 1" spacer may be placed between the throttle body base and the intake manifold. It is mandatory that two throttle return springs be used.
- E.3: Fuel injectors must be a Bosch part # 0 280 158 051, or GM 12576341, 42 lbs/hr @ 58 PSIG. The fuel pressure must be set to 58 PSIG.
- E.4: The Ford EFI Kit (P/N: 50P-0015) must be used. This kit contains an EFI intake manifold, Ilmor part # 50P-0019, fuel rails and brackets, and ignition coils with brackets/spacers. Also included in the kit are the fuel pressure sensor, oil pressure sensor, water temperature sensor, air temperature sensor, MAP sensor, EPM, injectors, throttle body, and engine wiring harness. Individual parts from the kit will also be available for sale from Koury Race Engines. No modifications to the intake manifold, or other components, are allowed. A crank triggering sensor may replace the EPM.
- E.5: Dart Pro 1, CNC ported aluminum cylinder heads, part # 13072040 (with 5/16" valve guides) must be used. Additional port modification (porting/polishing) is not allowed. The Dart (Tech Sheet H33, 3/31/15) supplied five-angle intake valve seat (32 - 45 - 60 - 70 - 80 deg.) and exhaust seat (37 - 45 deg. - radius) may be used. As an alternative, a three-angle valve job with a bottom cut of 60-degrees having a maximum of 0.250" from the head of the valve seat to the bottom of the 60-degree bottom cut is allowed. No grinding in the combustion chamber bowl area is allowed. The minimum combustion chamber volume is 62cc (+/- 2-cc). No interior, or exterior, coatings are permitted. Valve covers are unrestricted. Intake rocker arms must be Comp Cams part # 1834 with a 1.7:1 ratio. Exhaust rocker arms must be Comp Cams part # 1832 with a 1.6:1 ratio. Intake valves may be REV part # CL8003, Manley part # 11712, or Ferrea part # 2341P. The intake valves must have a 2.08" head diameter, and 5/16" stem diameter. Exhaust valves must be REV part # CL80031171, Manley part # 11231, or Ferrea part # 2300 with a 1.60" head diameter and 5/16" stem diameter. The valves may not be modified. The valve springs must be PSI part # LS1511ML, # LS1717ML, or PAC part #1207X. Any retainers and locks may be used.
- E.6: The maximum compression ratio is 10.8:1.
- E.7: The spec "Trans Am 2" Ford camshaft must be used. Prior to initial use, each cam must be measured by the TA2 TECHNICAL DIRECTOR. A Trans Am serial number will then be applied. The cam must be ordered through ,Koury Race Engines (386.547.4311). The hydraulic roller lifters must be Crain, part # 36532, or Johnson part # 2212SBR - standard travel.

- E.8: An aluminum engine block, Dart part # 31345295, or Ford Racing part # M6010-Z35192 must be used. The engine bore is 4.125". Cylinders may be honed as part of the normal freshening procedure, but the engine displacement cannot exceed 376 cubic inches (0.010" overbore).
- E.9: The following crankshafts, with a 3.500" stroke, are allowed: Callies part # EFG-71T-DS, Scat part # 4351c16-2, or Molnar part # 351-3500HB6F-RN. The crankshaft may not be modified. The minimum weight is 47 pounds.
- E.10: Mahle pistons, piston pins, and rings (older part #'s; SBF245125FO6, SBF245130FO6, or SBF245135FO6 or the newer part #'s 930244425, 930244428, 930244430, 930244432, or 930244435) must be used. As of May 2018, a Mahle Spec TA2 piston part #197722725-197722735 should be used on new and rebuilt engines. No modifications of the pistons (including gas porting) are allowed. The connecting rods must be 6.2" center-to-center, and must be Callies Compstar part # CSA6200DS2A2AH, Scat part # 2-ICR6200-7/16A, Oliver part # C6200STUL8, or Molnar part # FH6200NLB8-A. The connecting rods may not be modified.
- E.11: Aftermarket fasteners, including rod bolts are allowed (no titanium).
- E.12: The oil pan is unrestricted, but the oiling system may not exceed four-stages (three scavenge, one pressure).
- E.13: All Ford engines must use the Trans Am AEM 508 Infinity ECU must be used (AEM part # 30-7108TA). The ECU is only available from Trans Am, or approved TA2 engine builders, and will come loaded with the current TA2 Ford "spec" calibration. As of June 1, 2018, the file for the spec calibration is; TA2-REV08-FORD-KATECH (created 5/17/2018). Fuel and ignition calibration is locked from 3500-6800 RPM. At RPM below 3500, engine builders and team tuners will be given some control. Traction Control is locked out, and the engine speed limit is set at 6800 RPM. The AEM TA2 chassis wiring harness (AEM part # 36-3820), and AEM Ford engine wiring harness (AEM part # 36-3826), must be used. The harnesses are only available from Trans Am, or approved TA2 engine builders.

Addendum F: TA2 CARBURETED FORD ENGINE

- F.1: Air cleaners are required at all times. The air filter housing must be centered on the carburetor and all air entering the engine shall pass through the filter. The air filter element may not exceed 15.00 inches in diameter and the maximum element height is 4.00 inches.
- F.2: An unaltered Governor 1" Base Plate (Part #: ALL26060) with unaltered 1.250" inserts (Part #: ALL26066) must be in place during all practice, qualification, and race sessions. Other than 0.063" normal gaskets, no part other than the Governor Plate 1" spacer may be placed between the carburetor and the intake manifold. It is mandatory that two throttle return springs be used.
- F.3: The carburetor must be a Holley, 650 CFM, double pumper, part #0-80541. The carburetor must be completely unmodified except for changing of jets and changes (safety wire or epoxy) to keep the booster nozzles from falling into the intake manifold. No porting, polishing or addition of any other material is permitted.
- F.4: Dart Pro 1, CNC ported aluminum cylinder heads, part # 13072040 (with 5/16" valve guides) must be used. Additional port modification (porting/polishing) is not allowed. The Dart (Tech Sheet H33, 3/31/15) supplied five-angle intake valve seat (32 – 45 – 60 – 70 - 80 deg.) and exhaust seat (37 - 45 deg. - radius) may be used. As an alternative, a three-angle valve job with a bottom cut of 60-degrees having a maximum of 0.250" from the head of the valve seat to the bottom of the 60-degree bottom cut is allowed. No grinding in the combustion chamber bowl area is allowed. The minimum combustion chamber volume is 62cc (+/- 2-cc). No interior, or exterior, coatings are permitted. Valve covers are unrestricted. Intake rocker arms must be Comp Cams part # 1834 with a 1.7:1 ratio. Exhaust rocker arms must be Comp Cams part # 1832 with a 1.6:1 ratio. Intake valves may be REV part # CL8003, Manley part # 11712, or Ferrea part # 2341P. The intake valves must have a 2.08" head diameter, and 5/16" stem diameter. Exhaust valves must be REV part # CL80031171, Manley part # 11231, or Ferrea part # 2300 with a 1.60" head diameter and 5/16" stem diameter. The valves may not be modified. The valve springs must be PSI part # LS1511ML, # LS1717ML, or PAC part #1207X. Any retainers and locks may be used.
- F.5: The maximum compression ratio is 10.8:1. F.6: The spec "Trans Am 2" Ford camshaft must be used. Prior to initial use, each cam must be measured by the TA2 TECHNICAL DIRECTOR. A Trans Am serial number will then be applied. The cam must be ordered through Koury Race Engines (386.547.4311). The hydraulic roller lifters must be Crain, part # 36532, or Johnson part # 2212SBR – standard travel.
- F.7: An aluminum engine block, Dart part # 31345295, or Ford Racing part # M6010-Z35192 must be used. The engine bore is 4.125". Cylinders may be honed as part of the normal freshening procedure, but the engine displacement cannot exceed 376 cubic inches (0.010" overbore).
- F.8: The following crankshafts, with a 3.500" stroke, are allowed: Callies part # EFG-71T-DS, Scat part # 4351c16-2, or Molnar part # 351-3500HB6F-RN. The crankshaft may not be modified. The minimum weight is 47 pounds.

F.9: Mahle pistons, piston pins, and rings (older part #'s; SBF245125FO6, SBF245130FO6, or SBF245135FO6 or the newer part #'s 930244425, 930244428, 930244430, 930244432, or 930244435) must be used. As of May 2018, a Mahle Spec TA2 piston part #197722725-197722735 should be used on new and rebuilt engines. No modifications of the pistons (including gas porting) are allowed. The connecting rods must be 6.2" center-to-center, and must be Callies Compstar part # CSA6200DS2A2AH, Scat part # 2-ICR6200-7/16A, Oliver part # C6200STUL8, or Molnar part # FH6200NLB8-A. The connecting rods may not be modified.

F.10: Aftermarket fasteners, including rod bolts are allowed (no titanium).

F.11: The oil pan is unrestricted, but the oiling system may not exceed four-stages (three scavenge, one pressure).

F.12: The engine speed rev limit is set at 6800 RPM. <also placeholder for ignition specs coming from Tony Ave>

Addendum G: TA2 DODGE ENGINE

G.1: Only a SLP air filter housing (part # 21044), with Howe air filter base (part # E147), and AC Delco air filter (part # 25042562) are approved for competition. The air filter must be mounted on the top of the radiator air box and draw air through the nose of the car. A Single Inlet Tube between the air filter and throttle body must be metal (except unions used to connect intake tubes). Nothing may direct, or force air, to the air filter, or housing. The filter must be installed into housing, with just the filter hanging through with no scoops, deflectors or funnels directing air. The single inlet tube must be 4" OD with a wall thickness of 0.055"-0.085". Absolutely nothing can be located inside of the tube except for an air temperature sensor, or a mass air flow sensor. No devices, or strategies that attempt to alter the air flow are allowed. It is strongly suggested that any air intake systems or alteration that competitors would like to run be approved by the TA2 Technical Director.

G.2: The throttle body must be a F.A.S.T. 87mm throttle body (part # 54088). The throttle body may not be modified. It is mandatory that two throttle return springs be used.

G.2.1: A 2.150" diameter flat plate restrictor must be in place during all practice, qualification, and race sessions. The restrictor must be mounted in the inlet side of the throttle body.

G.2.2: Fuel injectors must be Chrysler, part # 05038337AA. The fuel pressure must be set to 75 PSIG.

G.3: An intake manifold assembly, (PREFIX part # ARR-9105) must be used. It may not be modified.

G.4: Aluminum cylinder head assemblies (PREFIX part #'s ARR-6556HO (right) and ARR 6555HO(left) must be used. Porting and/or polishing is not allowed. No more than a three-angle valve job with a bottom cut of 60-degrees is permitted. A maximum of 0.250" from the head of the valve seat to the bottom of the 60-degree bottom cut is allowed. No grinding in the combustion chamber bowl area is allowed. No interior or exterior coatings are permitted. Valve covers are unre-stricted. Rocker arm assemblies (Chrysler part #'s 53021552AA-intake, and 53021553AA-exhaust) with a 1.68:1 ratio must be used. Intake and exhaust valves (Chrysler part # ARR-CAS-1340, and # 05038332AB) must be used. The intake valve diameter is 2.14" and the exhaust valve diameter is 1.65". Both valves have a 7.95mm stem diameter. Any valve springs, retainers, and locks are allowed.

G.5: The maximum compression ratio is 11.0:1.

G.6: The "spec" Trans Am 2 camshaft assembly (PREFIX part # ARR-12674-694) must be used. Prior to use, each cam must be measured by the TA2 TECHNICAL DIRECTOR. A Trans Am serial number will then be applied.

G.7: An aluminum cylinder block (PREFIX part # ARR-TA2-3897) must be used. The stock engine bore is 4.095". Cylinders may be honed as part of the normal freshening procedure, but the engine displacement cannot exceed 392 cubic inches.

G.8: A crankshaft (PREFIX part # ARR-TA2-8339) with a 3.720" stroke must be used. The minimum weight is 55 pounds (with tone wheel and bolts).

G.9: Pistons assemblies (piston, pin, rings) (PREFIX part # ARR-197804695) must be used. Connecting rods (PREFIX part # ARR-X-DH6200TNB8; 6.2" length) must be used.

G.10: Aftermarket fasteners, including rod bolts are allowed (no titanium).

G.11: The oil pan is unrestricted, but the oiling system may not exceed five-stages (four scavenge, one pressure).

G.12: All Dodge Hemi engines must use the Trans Am AEM 508 Infinity ECU must be used (AEM part # 30-7108TA) The ECU is only available from Trans Am or approved TA2 engine builders and will come loaded with the TA2 Dodge Hemi "spec" calibration. Fuel and ignition calibration is locked from 3500-6800 RPM. At RPM below 3500 engine builders and team tuners will be given some control. Traction Control is locked out, and the engine speed limit is set at 6800 RPM. The AEM TA2 chassis wiring harness (AEM part # 36-3820) and AEM Dodge Hemi engine wiring harness (AEM part # 36-3825) must be used. The harnesses are only available from Trans Am or approved TA2 engine builders.

SUMMARY OF ENGINE COMPLIANCE PARAMETERS

There are items specific to each engine option, but here are the ones common to all that can be verified by non-invasive means:

Addendum/Description	Max Cubic Inches	Restrictor	Max Compression	Max RPM
A: "Base" Engine	378	2.250"	10.7	6800
B: GM LS1 Engine	350	None	10.1	6800
C: Traditional Carbureted Engine	358	None	10.5	7000
D: Restricted Carbureted Engine -with "spec" 650 Holley -with any other carburetor	366	None	9.5	7000 6500
E: EFI Ford Engine	376	1.250"	10.8	6800
F: Carbureted Ford Engine	376	1.250"	10.8	6800
G: Dodge Engine	392	2.150"	11.0	6800

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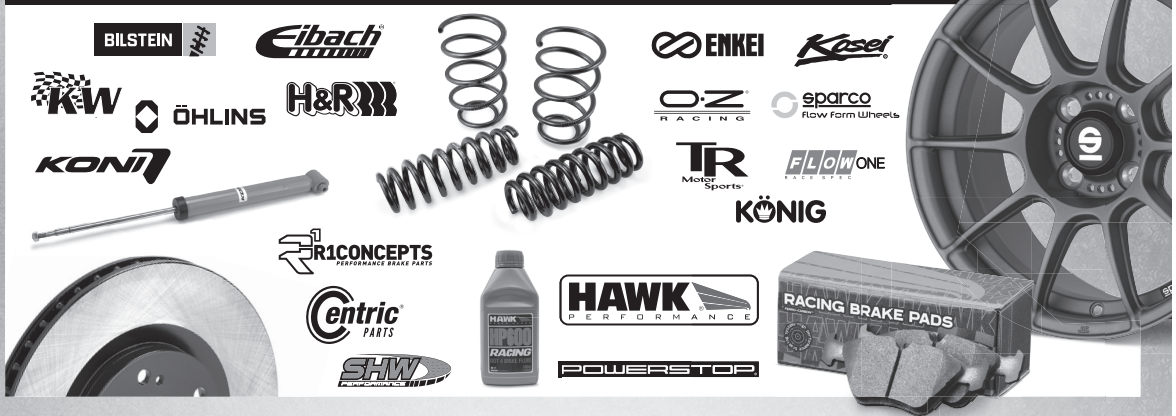
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The Spec Mustang class is for the S197 Ford Mustang GT built from 2005-2009. The goal of this class is to provide a fast and safe race car that is affordable to build and maintain with readily available parts and a fully adjustable racing suspension.

Cars must meet the general regulations of Section 9 of the SCCA General Competition Regulations (GCR) for Touring category cars.

Ford Racing Parts listed may or may not be available from Ford Performance. If, at any time there is a loss of supply of any of these parts, please notify SMG immediately so that SMG, as a group, can select an equivalent alternative.

The following items represent approved modifications and safety items permitted and/or required on Spec Mustangs, in addition to safety items required by Section 9 of the GCR. Permitted components or modifications must not perform a prohibited function.

1. ELIGIBILITY

- Ford Mustang GT hardtops with manual transmissions from 2005-2009 (S197)
- Bullitt Option Mustangs and Shelby GT Option Mustangs are permitted, but must be brought to spec per the rules and part numbers listed below.

2. SPECIFICATIONS

- a. Engine Type:
SOHC 24-valve V-8, aluminum block and heads, port fuel injection Displacement: 281 cu in, 4601cc 4.6 liter)
- b. Transmission: 5-speed manual, factory.
- c. Dimensions: Wheelbase: 107.1 inches; Length: 188.0 inches; Width: 73.9 inches
Front and rear track measured from outside to outside of tires front and rear:
Front: 75 inches Rear: 74-3/8 inches
- d. Weight with driver: 3400 lbs.
- e. Allowed Interior Modifications
 1. Remove all interior trim, door panels, sound system and components, air bags and related wiring, A/C, compressor and condenser with hoses/fittings, heater/heater motor/core, glove box, headliner, driver and passenger windows with hardware, column steering lock, seats and hardware/motors, carpeting and sound insulation, interior lighting, console. Radio/HVAC panel in center of dash may be removed. Otherwise, face of dash to remain intact with air vents removed. Blinkers and switches to be removed.
 2. Driver "dead pedal" allowed.
 3. Ballast, if required to be located on floor of front or rear passenger area, secured per GCR approved method.
 4. Interior rear view mirror is open and mandatory.
 5. Emergency brake may be removed.
 6. Removable steering wheel allowed.
- f. Body
 1. Body to remain intact including rocker panel valance. Must run the Steeda splitter and wing listed below. Fog lights may be removed and replaced with cosmetic panel. No flaring of fenders is allowed. Rolling of inner fender lips is allowed.
 2. Stock windshield, rear backlight and quarter windows are required. Lexan is not allowed. Windshield and backlight may have retention straps installed.
 3. Trunk lock assembly to be removed and replaced with external fastener(s).
 4. Hood pins allowed and encouraged.
 5. 1" square steel tube welded to inside body seam under each door for the purposes of jacking the car is allowed.
 6. Stock side view mirrors to remain in place and functional.
 7. Fuel cells are not allowed.

8. Radiator side air deflectors (M-8310-A or equivalent) and lower connecting plate is permitted as a replacement structure for air inlet flow to the radiator. It may not serve any other purpose and must be within the confined area of the OEM plastic lower air deflector. This will be used in conjunction with the OEM lower air deflector.
- g. Safety
1. Cars must meet the safety regulations of Section 9 of the SCCA GCR for Touring category cars.
 2. SCCA General Competition Regulations compliant head restraint racing seat to be installed for driver. Optional similar seat for passenger is allowed. In no circumstances will the roll cage obstruct the passenger area from being functional Six-point harness is required for driver and passenger (if seat is installed).
 - a. Petty Bar is allowed so long as it is removable and not permanently attached to the roll cage.
 3. Window net required on driver's side.
 4. SCCA compliant fire bottle or fire system required.
 5. GCR compliant, (per Section 9.4 GT and Production Car specs) roll cage required, double side bars required both sides. SMG roll cages limited to 6 points of contact to the car. Optionally, two additional bars, extending forward to, but not penetrating the firewall for foot protection may be added. Additional gusseting connecting the cage to the body is also prohibited.
 6. Master on/off switch to be mounted at lower front of driver's window, not to block rear view mirror.
 7. Steel tow hooks required front and rear, welded to bumpers.
- h. Suspension
1. 1. The Cortex Racing Spec Mustang Xtreme-Grip Suspension Kit PN CSS-40-1000-SMG (for KONI) or CSS-40-1000-JRI-SMG (for JRI) is required. Suspension modifications are limited to this kit as specified below. Any replacement of items in this kit must be the current component part number from this kit.
 2. Either: Koni Struts and Rear Coilover Shock with Springs Kit comprised of single adjustable, Koni struts and Koni rear coilover dampers with matching springs. Strut system part number:
 CFS-40-1000-SMG (for KONI) or CFS-40-1000-JRI-SMG (for JRI), rear shock system PN: SHK-40-1000-JRI-SMG.
 or
 JR Single Adjustable Coilover Kit Part #CCK-40-1000-JRI-SMG
 No mixing of the Koni and Jri shocks is allowed.
 3. Spring rates: 600 lbs. OR 500 lbs., front, 450 lbs. OR 400 lbs. rear.
 Eibach part numbers:
 1. Front 0700.250.0600; 0700.250.0500
 2. Rear 0800.250.0400; 0800.250.0450
 4. Maximum negative front camber is 3.5 degrees. The approved technique to accomplish this is by using the Cortex P/N CFS-40-ALIGN-SMG, SMG alignment kit (which includes camber slugs P/N CFS-40-1010), in all SMG strut housings. Installation guidelines are provided by Cortex. The Jri front strut housing will already have this feature. This CFS-40 kit is allowed, not required. But this IS the only allowed means to go beyond 3.0 degrees of negative camber. Potential tire clearance issues, resulting from this modification, are addressed in section: o.
 No machining of body to allow further travel.
 Caster: min. +6.35 max. +7.85
 Camber plate PN MM5CC-5 or CCP197-05-09.

Figure 1: SMG Strut housing with Slotted Upper Hole.

(Note: Jri housings have the slot on the bottom hole)

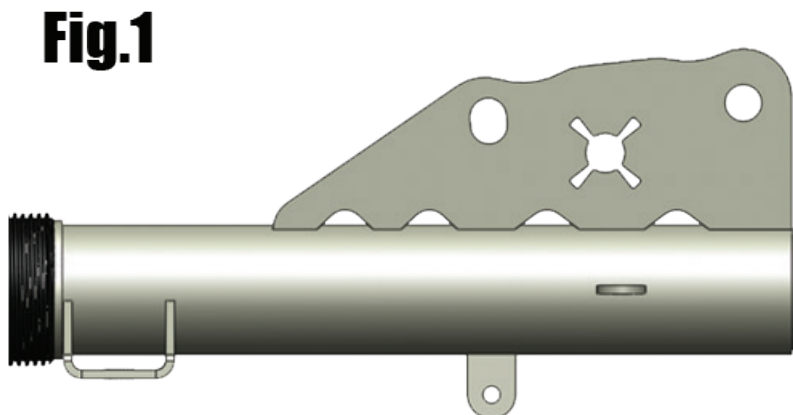
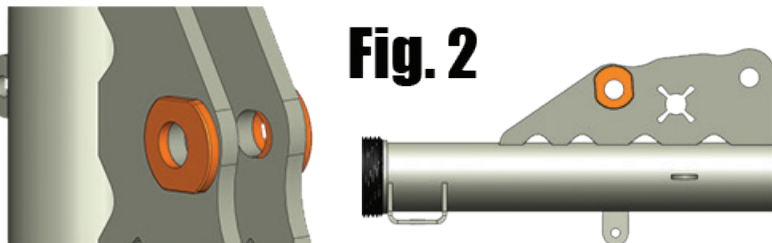


Figure 2: SMG Strut Housing with Camber Slug Installed.



REAR:

5. Bump stops - Stock rear bump stops require modification or removal to install the Cortex suspension. The shocks and struts that come with the Cortex Kit have bump stops installed and must be retained.
6. Cortex Rear lower control arm bracket, PN CLCA-40-1001 (left), CLCA-40-1003 (right).
7. Rear tubular lower control arms with heim joints and angle-correction spacers at both ends (set), PN CLCA-1000.
8. Rear shock mounts allowing fitment of up to 18" x 10.5" rear wheels, PN RUSM-40-1000L-ASSY, RUSM-40-1000R-ASSY, RLSM-40-1000L-ASSY, RLSM-40-1000R-ASSY.
9. Cortex Watts Link package, PN CWL-40-2000-SMG
 - a. Cortex's differential cover: incorporates the Watts pivot mount as well as provision for a differential cooler and temperature sensor (allowed option), PN CWL-1001.
 - b. Eibach PN 35101.310 front, adjustable anti-sway bar or Ford Racing PN M5490A (Front only).
 - c. Ford Racing PN M-20201F Strut tower brace – Also Hotchkiss PN 2016016.
 - d. Upgraded ball joints (Steeda X5), PN 555-8108.
 - e. Lower control arm part #M-3075-RA is allowed.

FRONT:

10. Allowed modification not included in Cortex Package: front, lower control arm bushings: Prothane PN 6-218-BL forward bushing PN 6-220-BL Rearward bushings (replace large hydro-bushing.. This is not seen as a significant performance enhancement, rather and a cost savings when bushings are worn. This allows them to be replaced without entire control arm replacement.
11. Cortex Racing Adjustable length anti-roll bar end links for corner balance, PN ARB-40-1002. (Included with CSS-40-1000JRI-SMG).
12. Cortex Racing bump steer kit, PN CBS-40-1000 (Included with CSS-40-1000SPEC).
13. Steeda 555-4104 upper link/differential mount spherical bearing is permitted.
14. Any type/origin of upper 3rd link and mount bracket assembly may be used. Factory original locations for mounting holes (on both body and differential) must be retained.

15. Rear anti-sway bar allowed – must be OEM, either 18 mm (6R335A771BB) or 22 mm (Ford Racing #M-5490-AR Eibach #35101.12).
 16. Rear lower control arm to axle housing relocate bracket, and the rear lower shock mount bracket may be welded for reinforcement.
- i. Brakes
1. StopTech STR40 Trophy front brake kit (PN 87.330.4C00.R1) with 355mmx35mm rotors (PN 31.747.1101.87, 31.747.1102.87) and the STR40 calipers (PN 379.444.7133, 379.44.7134). Aftermarket rotor of same size allowed.
 2. Rear brakes stock caliper required. Aftermarket rotor of stock size allowed.
Elimination of the parking brake and adjuster cylinder is allowed, which will require the installation of the StopTech knockback spring.
 3. Shelby GT500 ABS module required Ford Racing PN M-2353A or M-2353-CA.
 4. Stainless braided lines are allowed.
 5. Brake pads are free.
 6. Ducting to front and rear brakes is allowed.
 7. Removal of dust shields front and rear is allowed (highly recommended).
 8. The OEM brake booster assembly from a 2007-2009 Shelby GT500 (7R3Z-2005-AA/8R3Z-2005-AB) is permitted and recommended.
 9. The OEM GT500 Brembo brake calipers from a 2007-2009 Shelby GT500 are allowed. Ford OEM part (7R3Z2B120A.RT/ 7R3Z2B121A.LT).
- j. Transmission/Differential
1. Stock transmissions: 5 speed to run with 3.90 ratio rear end. Manufacture Motive Gear, PN F888390.
 2. Ford Racing Short-shift kit with knob PN M-7210T, Hurst PN 391-0201, or MGW Short Throw shifter for 2005-2009 Mustang GT. Stock shifter can be run.
 3. Eaton Truetrac limited slip differential required (PN 913A561); overflow bottle allowed. If housed inside trunk this triggers need for full bulkhead of trunk area.
 4. Driveshaft loop required.
 5. Metallic, one-piece driveshaft is allowed.
- k. Engine
1. No modifications to the engine are allowed except where specifically authorized within these rules. RACE-BUILT ENGINES ARE NOT ALLOWED. All engines will be as built and delivered by Ford Motor Company.
 2. Cars in this class are to run stock 4.6 liter engines from 2005-2009 cars at no more than 315 rear wheel horsepower, and 325 ft lbs of torque. Updating or backdating of entire engine long block is allowed.
 3. Dyno testing may be required if it appears that an engine in a competing car has an edge in power. Determination of any potential power advantage will be made by SCCA stewards. Test to be done at owner's expense by dyno shop approved by the SCCA.
 4. Engine is to be unmodified internally. No balancing or blueprinting is allowed.
 5. Ford Racing radiator required: M-8005-MGT or BE COOL PN 60205.
 6. Ford Racing de-gas overflow bottle/radiator cap allowed: PN M-8080-A or Moroso PN 63768.
 7. Long tube headers: Borla PN 17237 with X pipe (discontinued). Approved alternative American Racing Header PN: MT3-05134300LSNC with x-pipe OR Kooks Header PN: 11312000 with Off-raod x-pipe. (Ford Racing short tube on Miller cars grandfathered).
 8. Cold air intake kit: M-9603-M463; Steeda #555-3131 or Ford Racing #M-9603-GT06.
 9. Ford Racing power steering cooler required: Ford PN M3746A or Derales PN 13225.
 10. Ford Racing idler pulley required: PN M19216-D46 or Dorman PN 34191.
 11. ECU tuning is allowed not to exceed the HP limit regulation listed in this Engine section.
 12. The Steeda PN 701-0005A which is an Underdrive Pulley System consisting of a water pump pulley and a SFI rated crankshaft pulley/damper" is allowed, but does not exempt competitor from meeting HP and torque limits. (Optional)

13. Fuel shall comply with GCR Section 9.3. Fuel.
14. Clutch replacement: The following specified replacement clutch parts are:
 - a. Clutch disc Centerforce PN DF380800
Clutch disc limited to OEM diameter (11") with OEM equivalent pressure plate and flywheel.
15. Stock pressure plate: Ford PN 8R3Z-7563-A or Sachs PN SC70272.
16. Dorman throw out bearing Ford PN 4R3Z-7A-508-AA, or Dorman PN CS650109.
17. Road racing oil pan, Moroso P/N 20548/18548 is allowed.
18. Ford Racing high volume oil pump #M-6600-F46 is allowed.
19. EVAP/emissions system components on engine and chassis may be modified, removed, or disabled, but, not vented from engine to exhaust or any vacuum source other than the engine air intake. An engine oil/air separator is permitted but is restricted to the driver's side PCV hose and must be mounted within the engine compartment. Charge motion delete plates or plugs are permitted. Throttle body spacers are NOT PERMITTED.
20. Ford Racing #M-6038-R or Prothane #6-505-BL motor mounts are permitted as a replacement to the OEM motor mounts. The engine must retain its original mounting location and height.
- l. Exhaust
 1. Stock GT exhaust to be retained with catalytic converters and resonators removed. Car to be legally able to run at 92db at 100 feet.
- m. Electrical
 1. Stock wiring recommended but removal of unused wiring is allowed.
- n. Aero package
 1. All Spec Mustangs will run the Steeda fixed rear wing, PN 307-0009
 2. Splitter, two options allowed:
 - a. Classic Design Concepts – Steeda PN 067-110020 Chin Spoiler-GT
 - b. Front fascia that includes integrated splitter: Steeda part PN 555-0500
 3. Miller Cup Mustang carbon fiber splitter grandfathered on original Miller cars.
- o. Wheels/Tires
 1. Jongbloed Wheel, Part PN 70010545 - 18" X 10.5" front and rear. All tires and wheels on car must be the same size.
 - a. Apex Wheels, Part PN: EC71810ET43-45 – 18" x 10" front and rear. Black, Anthracite and Hyper-silver are permitted colors.
 2. Wheels for practice and rain conditions are free; they must all be the same size.
 3. Tires: SMG cars competing in Touring Category may run any tire that meets 9.3 and that meets the size specified by the SMG rules (max tire size 295, aspect ratio open). SMG cars competing elsewhere should consult the supplemental regulations for that event for any potential tire specification requirements when running as a regional only SMG class.
 4. 0.5" hub-centric wheel spacers are an allowed option in front only.
- p. Graphic Requirements:
 1. All Spec Mustang must have SCCA Road Racing decals on each side and front per GCR, SMG Class stickers and numbers per GCR.
 2. Other graphic requirements are based on annual sponsors, to be distributed accordingly.
- q. Allowed options
 1. Tiger racing vented, fiberglass hood
 - a. OEM Ford hood with louvers not to exceed the dimensions of those found in the optional "Tiger Racing" hood is allowed.
 2. AIM dash/transponder system
 3. Oil Cooler - Derafe PN 52508 or equivalent

These specifications are part of the SCCA GCR, and all automobiles shall conform with GCR Section 9

A. PURPOSE

The purpose of this amendment is to provide the rules classifications for previous GT-Lite cars that intend to compete in the F-Production class. The Club may alter or adjust specifications and require, permit, or restrict certain specific components to equate competitive potential. The SCCA does not guarantee the competitiveness of any car.

B. INTENT

It is the intent of these rules to allow modifications useful and necessary in the construction and preparation of an extremely high performance road racing vehicle. It is understood that such a vehicle can be updated and/or changed from marque-to-marque, based on member interest and manufacturer incentive. With this in mind, the Club will use the following guidelines in the determination of the suitability for classification of cars within this Appendix:

1. Basic vehicle size, shape, engine displacement, and cylinder head design of the standard and/or alternate engine(s).
2. Member interest.
3. Manufacturer interest and potential support to competitors.
4. Vehicle production quantities of no less than 3000 units of the specified make/model within a twelve (12) month period, all such units being approved by the EPA and DOT for sale in the United States (Production Cars that have been reclassified into the GT Category need not meet minimum production quantities).

C. SPECIFICATIONS

The SCCA shall publish this Appendix containing recognized specifications for each car eligible to compete in F Production with a car previously classified in GT-Lite during the calendar year. Cars shall be listed according to the manufacturer's make and model designation. In the case of doubt involving specifications not adequately described in this Appendix, Scrutineers/Stewards may refer to maintenance manuals, spare parts books, general catalogs and performance catalogs published by the vehicle manufacturer, MVMA specifications, and FIA Homologation Certificates for the make and model, or may inspect other cars of the same make and model.

1. Cars log-booked for GTL Competition are eligible to run in F Production
2. Cars may be updated or backdated within the specifications of the recognized make and model as listed on the Approved Automobile List in this Appendix, or as listed on a single GT Specification Form line in this Appendix. Any classified engine may be used in a classified chassis within the same manufacturer as shown on the specification line.
3. Cars shall meet or exceed their minimum specified weight, as listed in this Appendix, as qualified or raced, with driver.
4. No permitted component/modification shall additionally perform a prohibited function.
5. Turbocharging/supercharging is not permitted unless listed on the spec line.
6. Construction of tube frame cars is permitted. Standard maximum track dimensions for all cars is 60.0" Front & Rear, unless otherwise noted.

D. GT Cars registered as GT cars prior to January 1, 1990.

All GT cars registered as GT cars prior to January 1, 1990 shall use the manufacturer's original engine location, i.e., front, mid, rear; drive location, i.e., front or rear, and type of front and rear suspension, i.e., MacPherson strut, double A-arm, live axle, semi trailing arm, etc., unless authorized by the GTCS for a specific make and model.

Front-engined GT cars registered as GTcars prior to January 1, 1990 may be converted to Section F.2., specifications, but shall meet ALL specifications of Section F.2.

E. GT cars registered as GT cars after January 1, 1990.

All front engined GT cars registered as GT cars after January 1, 1990 shall utilize McPherson strut or double A-arm front suspension. A-arm front suspensions shall have the shocks attached to the outboard end of an upper or lower control arm. Rocker arms, push-pull rods, etc., are prohibited. Front wheel drive cars may convert to rear wheel drive. Cars classified per this Appendix that retain the original front wheel drive (FWD) configuration may retain the original type of rear suspension with no weight penalty or use a beam axle.

1. All GT cars registered as GT cars after January 1, 1990 or updated to Section F.2. specifications shall utilize left side driver placement.

F. Safety Equipment required on all cars.

1. Bulkheads
 - a. A metal bulkhead shall separate the driver/front passenger compartment from the compartment containing the fuel cell. The fuel cell, cap, filler neck, and all fittings shall be isolated so that in case of spillage, leakage, or failure, fuel will not reach the driver. The bulkhead separating the driver/passenger compartment from the fuel cell shall not be above the bottom of the rear window and the bottom of the side/quarter windows. An additional vertical, transverse bulkhead is permitted behind the driver. It shall be located above the mandatory vertical bulkhead and shall allow the driver adequate vision to the rear. It is recommended that this additional bulkhead be made of a clear, transparent polycarbonate material.
2. Fuel Cells
 - a. A safety fuel cell complying with GCR Section 9.3 Fuel Cell Specifications, shall be installed. All fuel cell vents shall incorporate check valves to prevent fuel spillage. Dry-break refueling couplings and discriminator valves may be installed, provided they do not extend beyond the bodywork. The use of a fuel cell is required unless the stock fuel tank is located between the axle centerlines and within the main chassis structure (e.g. frame rails). Spec line allowances will be added on a case by case basis.
3. Windows
 - a. Windshield safety clips and rear window safety straps shall be installed on all closed cars. Three (3) clips (3 inch x 1 inch x 1/8 inch) shall be bolted or riveted to the body at the top of the windshield. Two (2) clips (3 inch x 1 inch x 1/8 inch) shall be bolted or riveted to the cowl and extend over the bottom edge of the windshield. Clips shall be spaced a minimum of twelve (12) inches apart. The rear window shall be secured with two (2) metal straps (1 inch wide x 1/8 inch thick) bolted or riveted to the body at the top and bottom of the rear window. Polycarbonate windshields such as Lexan are allowed. Alternate windshields must be of 6mm minimum thickness. Alternate material windshields must be identical in size and curvature to the original glass component. Alternate material windshields must have in addition, three (3) inner supports to prevent the windshield from collapsing inward. These supports must be 0.75" by .125" minimum straps of aluminum. Spacing between these inner supports must be six (6) inches minimum. In place of clips, polycarbonate windscreens may be mounted using a fastener spaced a minimum of every 12 inches across the top and sides, with a minimum of four across the bottom. Alternatively, the bottom may be captured in a channel. No clips or straps are required if bonded-glass factory windshields and/or rear windows are attached to chassis per original specifications (i.e., glass-bonding adhesive).
 - b. Open cars must remove the windshield glass, door window glass, quarter window glass, rear glass, vent glass, frames/channels and all mounting brackets. Window winding mechanisms can be removed. A replacement windshield must be installed. The replacement windshield must be fitted within the vertical planes of the front most and rear most elements of the stock windshield and frame. The replacement windshield must not exceed the height or width of the stock windshield and frame. Any portion of the windshield that is in the driver's line of sight, must be constructed of a clear material. No part of the replacement windshield can be constructed of glass.
 - c. Ducts may be installed in the side windows or window openings for the purpose of supplying cooling air to the driver and/or differential/transmission coolers and/or the rear brakes. Air passing through the differential/transmission coolers may be exhausted through an opening identical in size and location to the rear license plate frame.

D. Authorized Modifications

The following modifications are authorized on all GT-Lite cars classified via this Appendix. Modifications shall not be made unless specifically authorized herein. No permitted component/modification shall additionally perform a prohibited function.

1. General
 - a. It is not permitted to make any changes, alterations, or modifications to any component produced by the manufacturer, unless specifically authorized by these rules, or required by the GCR.
 - b. Any springs (including torsion bars) may be replaced by others of unrestricted origin, unless specifically prohibited by these rules.
 - c. Where alternate suspension and/or drivetrain equipment is authorized, modifications to the car/chassis are permitted to install authorized equipment, provided the modifications serve no other purpose.
 - d. All component parts of the bodywork, such as hood, doors, fenders, deck lid, rocker panels, windshield surround, roof, etc., may be lightened or replaced by ones of alternate materials, provided the shape, size, and relative position is identical to the original or approved alternate. The original size, angle, and relative position of the windshield shall be maintained. Convertible tops, sunroofs, and removable panels shall meet GCR Section 9.3 Detachable Panels/Sunroofs.

- e. Vents may be added to the roof panel or rear window for the express purpose of venting the driver's compartment. There may be no more than 12 openings with a total area of not more than 24 square inches.
- f. Spare wheel and tire shall be removed.
- g. Glass and/or plastic headlights, front parking lights, front signal lights, lenses, and bulbs shall be removed. Headlight openings shall be covered with a wire mesh screen or panel having the same contour as the original lens, mounted so that the headlight bezel/rim remains in place, maintaining the standard appearance of the Production automobile. Side marker light assemblies shall be removed and the resulting openings covered with a plate whose dimensions do not exceed those of the original parts; side marker lights that are an integral part of the taillight assembly cannot be removed. Other lighting parts and operating mechanisms may be removed. In the case of pop-up headlights, the entire assembly may be removed and the opening covered with a screen or plate (as above, without the headlight bezel/rim requirement) which provides a stock appearance. It is not permitted to relocate the standard headlight, parking light, signal light, etc., openings. Taillights shall be in the original location and may be the original style/type of taillight for the make, model, and year of car. A rear body panel having the same contour as the original lens area and in the original location, may be fitted with a tail-light graphic of the original style/type frame/lens adhered to it. If side marker lights are an integral part of the tail-light assembly they must be represented by the panel graphic. These panel/graphics shall have a functioning red LED lamp assembly fitted through them on both sides of the car to serve as brake lights. A 15-watt or equivalent red light may be included with-in this LED assembly or may be a separately mounted single or dual LED assembly.
- h. Ducts from headlights, front parking lights, and front signal lights in the front of the car may be used for ducting air to the engine, front brakes, and/or oil cooler(s). These ducts may pass through interior panels for this purpose. The cross section area of a single duct shall not exceed the cross sectional area of the original (single) headlight.

E. Chassis and Bodywork

The purpose of the following rules is to maintain recognizable external features of the manufacturer's make and model, while providing necessary safety and performance modifications.

Restrictions regarding external body shape and use of belly pans are aimed at preventing attempts to obtain ground effect or streamlining. Provisions in the rules permit one-off chassis and frames, to reduce the cost of building and repairing GT cars, not to permit high technology (streamlining and/or ground effects). Semi-monocoque or monocoque construction is prohibited.

1. The external shape of the body cannot be changed, except when specifically authorized. Standard grills, window openings, or approved facsimiles shall be retained. All external trim and model identification may be removed. Misalignment or modifications to create ventilation where none previously existed are prohibited. One piece front and one piece rear bodywork is allowed. Rocker panels and doors may be parted and/or integrated with associated body panels. Rocker panels of an alternate material may be a flat vertical panel having the same dimensions as the original component when viewed from the side. Overall width of the vehicle/rocker panel measured at the door sill must remain stock. Roof/A-pillars shall be separate pieces. The cowl trim panel may be modified or removed.
2. Chassis, frame, or subframe may be lightened, reinforced, or replaced, provided components and attachments are not relocated, except where specifically permitted. Reinforcing does not authorize the use of belly pans forward of the firewall, or aft of the front edge of the rear wheel opening. There shall be no pans, whether factory supplied or otherwise, between the spoiler pan and the floor pan nor between the floor pan and the floor behind the rear wheel opening. The floor behind the rear wheel opening shall be flat and follow, but not exceed, the line of the rear fender bottom. Only the fuel cell container may protrude or extend below this plane. There shall be no pans, whether factory supplied or otherwise, between the spoiler pan and the floor pan nor between the floor pan and the floor behind the rear wheel opening.
3. The firewall and floor may be replaced with aluminum alloy or steel. Firewalls may be modified or notched.
4. Bumpers may be removed providing all projecting hardware is removed except when it (they) are an integral part of the bodywork, in which case it (they) may be replaced with replica(s) of different material. Non-integral bumpers may be replaced with a replica of alternate material or removed. Bumper bracket holes in the bodywork may be covered provided such covering serves no other purpose.
5. All standard production seats and seat backs shall be removed. The driver's seat shall be replaced with a one-piece bucket-type race seat. Such seat shall be installed so that a second seat of the same dimensions could be simultaneously fitted to the passenger's side of the car (no center seating).
6. Doors shall be pinned or otherwise positively fastened to prevent their opening in case of an accident. Standard door hinges and latch mechanisms may be removed, but the doors shall be capable of being opened or removed unless integrated into the bodywork. Interior door panels may be removed and the door window slots may be covered. Pins or straps may be added to hood and deck lid to supplement or replace the latches. Hood and deck lid hinges may be removed.

7. All driver and front passenger door window glass shall be removed. Window cranks and mechanisms may be removed. Rear quarter, rear side, and rear windows may be of transparent (clear) polycarbonate material, minimum thickness 3mm, but shall remain in the same position in the frame or opening as the original glass it replaces; rubber molding optional. Rear windows/hatch- backs and deck lids shall be completely closed. No bumper blocks or other means of poor alignment of bodywork will be permitted. Rear quarter (side) windows may be run in their original open or closed position.
8. Fenders may be flared for tire clearance, provided their shape and opening contour, in the horizontal projection, is similar and proportional to the original opening. Rear doors on 4-door automobiles may be considered part of the fender for purposes of fender flaring. The tire shall not extend beyond the fender openings at the highest point of the tire. Wheel opening location may be altered in accordance with the allowable wheelbase tolerance in order to maintain vehicle's stock appearance. Ventilation openings, other than those which are standard production on the recognized model, are prohibited.
9. Front and rear inner fender panels may be altered, replaced, or removed provided there are panels providing total separation between driver compartment and wheel wells.
10. Replacement, addition, or removal of accessories (gauges, switches, indicators, etc.), or other interior modifications for driver convenience, or to permit installation of required safety equipment, is authorized provided such modifications have no influence whatever on the mechanical performance of the car. Such modifications do not include the substitution or replacement of any bodywork or chassis component except those specifically authorized by these rules. Floor mats and all interior trim shall be removed.
11. A spoiler may be fitted to the front of the car. It shall not protrude beyond the overall outline of the car as viewed from above, except as follows:
 - a. A front splitter may extend up to 2 inches must be a flat single-plane. The splitter shall be mounted flat. The splitter must not extend laterally any further than the widest point of the front fenders. The splitter must have no vertical deviations. Additionally, a maximum of four (4) rods or cables may be used to support the front, and/or the sides of the splitter. A single-plane vertical close-out panel may be used to bridge any gaps between the front fascia and splitter
 - b. The spoiler shall not extend aft of the forward most part of the front fender opening (cutout), and shall not be mounted more than four (4) inches above the horizontal centerline of the front wheel hubs. The spoiler shall not cover the normal grill opening at the front of the car. An intermediate mounting device may be used on cars whose front bodywork is above the four (4) inch minimum. Openings are permitted for the purpose of ducting air to the brakes, radiator, airbox and/or oil cooler(s); equal openings may be placed in the standard lower front panel directly behind openings placed in the spoiler. When bumpers are retained, the spoiler and bumper shall appear to be two separate parts. Spoiler "pans" are only permitted forward of the leading edge of the front wheel openings and shall be flat and follow, but not exceed, the line of the front fender/ spoiler bottom.
 - c. A spoiler may be fitted to the rear of the car. Note: OEM rear spoilers and wings are not permitted unless specifically listed on the vehicle's specification line. If a spoiler is used, it shall be contiguous with the bodywork and shall comply with the following:
 - e. Height (max): five (5.0) inches measured from the bodywork along the face of the spoiler from the point of attachment to the top of the spoiler. In the case of a spoiler with a curved top edge conforming to the shape of the bodywork (rear-view), the measurement is to be made perpendicular to the tangent of the body at the point of attachment. In the case of a spoiler mounted with a vertical mounting flange on the bodywork, the measurement shall be made ignoring any slight amount of mounting flanges (see below) exposed due to the curvature of the rear bodywork at the point of attachment.
 - f. Width and Overhang: If roof mounted, no wider than the roof at its mounting point when viewed from above the car. Mounting to be no further rearward than the forward most part of the rear window. If rear mounted, no wider than the body, excluding fender flares, from the forward most part of the spoiler (or mounting flange) rearward. Shall not extend rearwards of the rearmost extremity of the bodywork for the entire width of the car (when viewed vertically from above the car at any point, the spoiler shall not protrude beyond the bodywork).
 - g. Mounting: Spoilers shall be strong enough to be self-supporting. A mounting flange no greater than one and one-half (1-1/2) inches wide, contiguous with the bodywork, (either forward facing on the top surface of the bodywork or downward facing on the rear surface of the bodywork) shall be employed. Supplemental forward bracing may be added in the form of two (2) rods, mounted at least ten (10) inches inboard from the ends of the spoiler. Rear supports may be added.

- h. Configuration: The spoiler shall be a single plane spoiler (a straight line in any vertical cross section) uniform in height from the bodywork with no more than 1/8" gaps/openings below the spoiler to facilitate imperfect mounting. The gaps/ openings are to be included in the overall height of the spoiler. Only enough curvature (in a fore and aft direction as viewed from above) shall be permitted to facilitate mounting. The use of fences, end rails, Gurney flaps, or other forward facing lips or aerodynamic devices is prohibited.

F. Suspension and Wheels

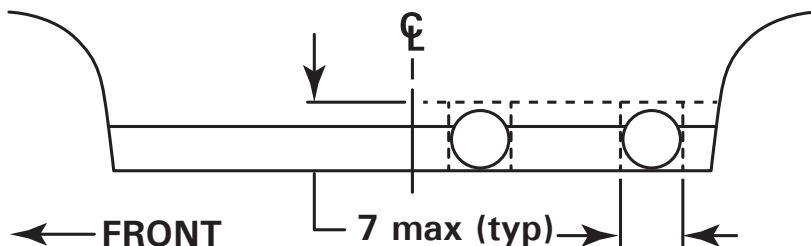
1. Wheelbase will be homologated on a case by case basis as requested by the manufacturer. Wheelbase may be changed from -3" to +1" from printed stock dimensions in a fore/aft direction.
2. Suspension components may be reinforced, modified, or replaced as long as the type of suspension is not changed from that authorized in this Appendix.
3. Suspension mounting points, including suspension springs, may be relocated.
4. Suspension springs may be replaced with others of unrestricted origin.
5. Modifications or substitution of hubs, bearing, spindles, axle shafts, universal B joints, flex joints, and CV joints is permitted.
6. Addition or substitution of antiroll bars, camber compensating devices, and/or suspension stabilizers is permitted. If these devices extend into the driver/passenger compartment, they shall be completely sealed off by metal panels.
7. Suspension bushings and joints may be replaced by others of different material and/or design. Offset bushings and spherical bearings are permitted, including adjustable type.
8. Steering arms, pitman arms, and steering linkage component parts may be modified, reinforced, or substituted. The steering system may be changed and/or relocated.
9. The steering wheel may be replaced and rake of the steering column may be altered. A collapsible type of steering column equivalent to Federal Motor Vehicle Safety Standard No. 204 is required in all cars registered after January 1, 1983 and highly recommended for prior registered cars.
10. Substitute wheels of any type may be used. All four (4) wheels shall be of the same diameter. The maximum wheel size is 13" X 7" unless otherwise noted on the vehicle specification line. Alternatively, any wheel up to 15" x 7" may be used with a weight penalty equal to four percent of the car's weight as listed on the specification line. The minimum vehicle weight shall be rounded to the nearest pound.
11. Shock absorbers: It is not permitted to alter the number of shock absorbers. The make of shock absorber is free and its points of attachment may be moved. Shock absorbers may have load bearing capacity; e.g., gas filled or coil over. When using load bearing shocks, the original springs may be removed. GT cars registered after January 1, 1990 or GT cars converted to Section F.2., specifications shall have the shock absorber attached to the outboard end of an upper or lower control arm. Rocker arms, push-pull rods, etc., are prohibited.

G. Electrical Systems

1. The electrical/electronic system may be modified or replaced provided an operating starter motor and two (2) brake lights are retained.
2. Any distributor or transistorized ignition system (including crank triggered), firing the same number of spark plugs as the original distributor, may be used.
3. Magneto ignition is prohibited unless listed in this Appendix. Ignition wiring and spark plugs are unrestricted.

H. Engine and Drivetrain/General

1. Exhaust manifold(s), header(s), tailpipe(s), and muffler(s) may be of unrestricted origin. The exhaust pipe(s) and/or muffler(s) may be recessed into the floor panel and rocker panel. The exhaust may be recessed into the bottom of the door or rear fender below a line seven (7) inches above the bottom of the rocker. There may be a maximum of two (2) such areas in the door or fender, with the maximum length for each no more than seven (7) inches. Note that the exhaust outlet shall still be mounted as low as possible. Exhaust opening(s) shall exit to the rear of the wheelbase center-line and away from the body.



- a. 180 degree headers: The passenger's side floor pan may be raised not more than ten (10) inches or a secondary floor may be installed at that level to accommodate the installation of the exhaust system and muffler(s) provided such raising of the floor serves no other purpose. Exhaust may pass through the rear bodywork no higher than the rear axle centerline.
2. Exhaust emission control air pumps, associated lines and nozzles, and EGR devices cannot be modified in any way except that they may be completely removed. When air nozzles are removed from the cylinder head, the holes shall be completely plugged.
3. Substitution or modification of the clutch and/or flywheel is permitted.
4. It is permitted to lighten, balance, or modify in shape, by tooling, the standard or optional components of the engine and drivetrain, provided it is always possible to identify them as such. Material shall not be added to these components unless specifically authorized by these rules.
5. Alternate engine and drivetrain components considered replacement parts, such as seals, bearings, valve guides, pushrods, water pump (including electric), timing chains/belts and sprockets, nuts, bolts, studs, washers, and gaskets are permitted. Bushings or offset keys of unrestricted origin may be installed.
6. The substitution of valve spring retainers and keepers is permitted. Valve springs are unrestricted (including number) provided the type and location remain unchanged.
7. Generator (alternator), crankshaft, and water pump pulleys may be altered or replaced with others of unrestricted origin. Any crankshaft vibration dampener is allowed.
8. Any oil pan (sump), oil pump(s), and/or pickups are allowed. Oil pump(s) shall be driven mechanically by the engine. Dry sump systems are permitted. The oil tank shall be located within the bodywork. The oil tank, cap, and all fittings shall be isolated so that in case of spillage, leakage, or failure, oil will not reach the driver. Any oil filter(s) may be used.
9. Installation of any vent or breather on the engine, transmission, or differential is permitted (See "Oil Catch Tanks"). Crankcase vacuum devices are prohibited, but a conventional dry sump system is permitted.
10. Any readily available manual transmission having no more than five (5) forward speeds and a functional reverse speed may be used, provided that it is fitted in the same basic location used in the standard production automobile. Any shift linkage may be used. If a sequential shift gearbox is used, the car must carry a weight penalty equal to 2.5 percent of the weight as listed on the spec line. If a synchromesh engagement transmission is used, the weight may be reduced by 1.25 percent of the weight listed on the spec line. A synchromesh gearbox is one having a friction mechanism to allow engagement. Note: The minimum vehicle weight is to be rounded to the nearest pound. Air, hydraulic or electric actuation of the gearshift mechanism is not allowed. For front engine, rear drive cars requiring the transmission to be attached to the engine, the transmission front seal shall be within twelve (12) inches of the back of the engine block. On front engine/rear drive cars, the transmission front seal is that seal which is within 5" of the gear on the input shaft which meshes with the foremost gear on the counter/layshaft.
 - a. A functional reverse is defined as "operable by the driver from the normal seated position and capable of sustained movement of the vehicle, under its own power, in a reverse direction." A driver-operated device for locking out reverse gear may be added provided it does not prevent prompt engagement of reverse in an emergency situation.

11. Heavy duty propeller shaft(s) and/or drive shaft(s) may be used. Steel retaining strap(s) shall be used to prevent drive shaft failure from dropping or entering driver compartment.
12. Any axle tube, final drive housing, gear ratio, limited slip, or locked differential may be used. Final drive units which permit ratio changes while the car is in motion are prohibited. GT cars registered after January 1, 1990 or GT cars converted to Section F.2., specifications, using the front engine/rear drive configuration, shall use a "closed tube" rear axle housing or may use independent rear suspension (IRS), by choice, at weight increase equal to 2.5% of the car's specified weight.
13. OEM body-engine-chassis combinations may run in their stock locations. If the factory chassis is altered with respect to engine mounting or spindle location then engine location must comply with the following: Engine location is defined such that the forward-most spark plug is within 1.0 inch of the front axle centerline. Engine and transmission mounts may be of alternate shape and/ or material. Cars with engines mounted longitudinal to the chassis MAY relocate the engine in a longitudinal, not lateral, direction within the following restrictions: (Note: A tolerance of up to a 1.0 inch setback is allowed if the engine is relocated.)
 - a. V8, V6, and V4 engines shall align the center of the foremost spark plug hole in line with the front axle spindles.
 - b. In-line six (6) cylinder engines shall align the center of the first spark plug hole (from the front) in line with the front axle spindles.
 - c. In-line four (4) cylinder engines shall align the center of the first spark plug hole (from the front) in line with the front axle spindles.
 - d. Rotary engines setback from the front spindle centerline to the front spark plug is 4.5 inches.
 - e. The engine may be rotated about the crankshaft centerline (lean over) a maximum of fifteen (15) degrees unless otherwise noted and shall not cause hood bulges.
14. Any transverse mounted engine may be rotated for axle/CV joint alignment. Any readily available transmission having a functional reverse and no more than five (5) forward speeds may be used, provided it is mounted to the rear of the engine. All transverse engines may be rotated 180 degrees. A transverse mounted engine may be rotated to a longitudinal position that places the crankshaft centerline on the longitudinal centerline of the car (shall conform to all restrictions in Section 9.1.2.F.4.e). The engine may be rotated about the crankshaft (lean over) a maximum of fifteen (15) degrees unless otherwise noted and shall not cause hood bulges. Rear axle / suspension per GTCS 9.1.2.F.2.

I. Engine, Reciprocating

1. Engines may be rebored a maximum of 1.2mm (0.047 inch) over the standard bore size listed in this Appendix. A cylinder block from any model from the same manufacturer which is of the same material and dimensionally identical throughout, except for non-critical bosses, is permitted.
2. Crankshaft main bearing caps may be modified or substituted. Main bearing cap straps or girdles and/or additional main bearing cap bolts may be used, provided that no material is added to the block for their attachment.
3. The crankshaft may be replaced with another of the same basic material, but with no change in stroke and provided the angles of the crank throws remain the same. The engine firing order shall remain unchanged.
4. Connecting rods may be replaced with any connecting rod of steel (ferrous) material. Aluminum, titanium, and non-metal connecting rods are prohibited, except where fitted as standard.
5. Any pistons and piston pins may be used.
6. Any camshaft(s) may be used, provided locations are (is) the same as standard.
7. Any cam followers may be used, except that roller cam followers shall not be used unless fitted as standard equipment.
8. Any rocker arms and rocker assembly supports may be used.
9. Valve sizes are unrestricted except when limited by this Appendix for specific automobiles. Centerlines shall not be altered. Valves may be of alternate material; non-metal is prohibited.
10. Compression ratio may be altered by machining, using any head gasket(s) or elimination of head gasket(s).

J. Engine, Rotary Piston

1. The capacity of the working chamber(s) shall not be changed.
2. The eccentric shaft may be replaced with another of the same basic material, but no changes in eccentricity or journal dimensions are permitted.
3. Rotor is unrestricted, providing the material and number of lobes remain unchanged.
4. Alternate rotor housings are allowed only as listed in this Appendix the GTCS for specific automobiles. No changes are allowed in the epitrochoidal curve in alternate housing.

K. Cooling Systems

1. Cooling fan(s) may be modified, substituted, or removed. Electrically operated cooling fan(s) may be installed, provided it (they) serve no other purpose. The use of any engine, transmission, and/ or differential oil coolers(s) is (are) permitted provided it (they) are mounted completely within or under the bodywork, but not in the driver/passenger compartment. Associated oil cooler pumps and lines are permitted for the transmission and differential. Air ducts may be fitted to the oil cooler(s) as specifically authorized herein.
2. Any water radiator is allowed, provided there are no changes in the exterior bodywork to accommodate its use. It shall not be located in the driver/ passenger compartment. Separate expansion or header tank(s) are permitted, provided they are mounted in the engine compartment. The heater core may be removed entirely but not modified or replaced.
3. Sealing or shrouding the airflow area between the normal grill opening and the water radiator is permitted.
4. On water cooled cars, thermostats may be modified or replaced with blanking sleeves or restrictors.
5. Alternate fan and fan shroud are permitted on air cooled engines.
6. Radiator intake and brake openings may be covered with screen and/or taped as necessary to protect the radiator and/or regulate air flow.

L. Fuel Induction System

All inducted air shall pass through venturi(s), maximum one (1) per cylinder or rotor.

1. Any air filter(s) may be used, or the filter(s) may be removed. Velocity stack(s) and/or air box(es) may be fitted. Air may be ducted to the carburetor(s) provided the ducting is contained within the engine compartment and air is supplied through normal openings in the bodywork (or as specifically authorized herein).
2. Any fuel pump(s) may be used and the location(s) may be changed. Fuel pump(s) shall not be located in the driver/passenger compartment.
3. All fuel/oil lines passing through the driver/passenger compartment shall be steel or metal braided hose. Number of fuel lines is unrestricted.
4. Carburetors:
 - a. Reciprocating engines: Carburetor(s) and intake manifold(s) are unrestricted except as limited in this Appendix for a specific make/ model. All cars with restricted carburetion are required to use I.R. manifolds with no plenums or balance pipes unless using an SIR or otherwise restricted for specific automobiles. Intake manifold(s) shall be attached to the head(s) without modification to the head(s).
 - b. Rotary engines: Carburetor and intake manifold are unrestricted except as limited in this Appendix for a specific make/model. All cars with restricted carburetion are required to use I.R. manifolds with no plenums or balance pipes, unless using an SIR. Intake manifold(s) shall be attached to the end cover(s) or rotor housing(s) without modification to the end cover(s) or rotor housing(s).
 - c. No portion of the intake manifold(s) may extend into the intake ports (reciprocating and rotary engines.)
 - d. Carburetors shall incorporate a butterfly-type throttle plate for engine speed control. For GTLite only: Carburetors shall incorporate a butterfly or slide-type throttle plate for engine speed control.
 - e. Where Weber or Weber-type carburetors are specified and used, they shall retain their standard configurations of fuel distribution. This is to prohibit annular discharge carburetors.
 - f. Where Weber carburetors are specified, Weber-type carburetors may be substituted. The following are approved Weber-type carburetors: Weber, Solex, SK, Mikuni, Delorto, Berg, and PMO.

5. Any car may utilize fuel injection, whether originally equipped with fuel injection or not. The following restrictions apply.
 - a. Both method and manufacturer are open.
 - b. Intake manifold shall be of the individual runner type, unless using an SIR or otherwise notes on the vehicle spec line. Cars using an SIR may use any manifold type.
 - c. Only butterfly-type throttle plates for engine speed control, one per cylinder or rotor, are permitted if intake restrictors and/or chokes are specified on the vehicle specification line, the restrictors shall be round orifices (unless otherwise specified) and located within four (4) inches of the throttle butterfly. SIR location is unrestricted so long as all SIR criteria are met. Restrictors shall be a minimum .060" thickness and of the specified diameter.
 - d. All inducted air for each cylinder must pass through the specified restrictor. Fuel injected cars, unless otherwise specified, shall use the same individual venturi restriction size specified for a car using carbureted induction.
 - e. The number of injectors shall be one (1) per cylinder (unless otherwise noted on the vehicle specification line). Direct injection is permitted only if it came OE and must be installed using only OE high pressure pump(s), hard and soft hoses and injectors.
 - f. Rotary engines may use two (2) injectors per rotor.
6. Supercharging/turbocharging is prohibited.
7. Any throttle linkage may be used.
8. Induction systems shall be equipped with a positive method of throttle closing by means of (an) external spring(s).
9. As an option, induction system "Chokes" may be used where a SIR is required. Said chokes shall be fitted to each barrel of carburetor/throttle body and all airflow into engine must pass through them. Choke size will be the same as listed SIR unless noted

M. Brakes

1. Any dual master cylinders and/or pressure equalizing/regulating device(s) are permitted. ABS braking systems are allowed if shown on the individual Spec Line.
2. Servo-assist systems are unrestricted.
3. Backing plates/dirt shields may be ventilated or removed. Brake air ducts may be fitted within the provisions of these rules. One brake duct fan per corner may be added.
4. The hand brake may be removed.
5. Brake lines shall be steel or metal braided hose. They may be relocated and may be given additional protection.
6. Brake calipers and/or drums are unrestricted except as limited by this Appendix the GTCS for a specific make/ model. Brake rotors shall be ferrous material but are otherwise unrestricted. Brake rotors/drums shall be located in the original position (e.g., inboard vs. outboard).
7. Water cooled brakes are permitted, maximum reservoir capacity two (2) gallons, maximum line size 3/16 inch I.D. The water shall be atomized by an atomizing nozzle, and the water shall enter the air duct a minimum of twelve (12) inches from the centerline of the spindle/axle.

N. GTLite Rules Concerning Alternate Weights and SIRs

1. Allow currently restricted 2V engines less than 1400ccs to run unrestricted at a 100 lb. weight penalty. Allow currently restricted 3V and 4V engines less than 1400ccs to run 1mm larger SIR as an option at a 100 lb. weight penalty.
2. Allow all 2V and 3V restricted engines less than 1600ccs to run 1mm larger SIR as an option at a 125 lb weight penalty.
3. Allow all 4V restricted engines less than 1600ccs to run 1mm larger SIR as an option at a 175 lb weight penalty.
4. Competitors running the alternate SIR must display "+1mm" on the side of their car next to their new weight.
5. Competitors running the unrestricted option must display "UNR" on the side of their car next to their new weight.
6. Compression ratio limited to 15:1 for SIR restricted engines.

GTL-FP Cars

Acura

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Integra	(-93)	2dr	FWD	96.5	May use any class legal Honda engine.
Integra	(94-)	2dr	FWD	101.2	May use any class legal Honda engine.
RSX	(02-05)	2dr	FWD	96.5 / 101.2	May use any class legal Honda engine.

GTL-FP Cars - ALFA ROMEO

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
GT-1300 Junior	NA	2dr	RWD	92.5	
GTA Junior	NA	2dr	RWD	92.5	
Alfetta GT	NA	2dr	RWD	94.5	
Giulia 1300	NA	2dr	RWD	98.8	
Giulia 1300 TI	NA	2dr	RWD	98.8	
GTV 1600	NA	2dr	RWD	92.5	
GTV 1750 / 2000	NA	2dr	RWD	92.5	
Giulietta Spider / Giulia Spider	NA	2dr	RWD	86.6 / 88.6	
All Spider Models	(-94)	2dr	RWD	88.6	

Engines - ALFA

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	DOHC	78.0 x 67.5	1130	Alum, Crossflow	2	Unrestricted	1565	
	DOHC	74.0 x 75.0	1290	Alum, Crossflow	2	Unrestricted	1565	
	DOHC	80.0 x 67.5	1357	Alum, Crossflow	2	Unrestricted	1565	
	DOHC	78.0 x 82.0	1570	Alum, Crossflow	2	24.5mm SIR	1935	
	DOHC	80.0 x 75.0	1508	Alum, Crossflow	2	24.5mm SIR	1905	
	DOHC	80.0 x 88.5	1779	Alum, Crossflow	2	24mm SIR	2040	Alt. head: 19510-01053-04 (twin plug).

GTL Cars - AMC

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
AMC/Renault Alliance	NA	3dr	FWD	93.5	
AMC/Renault Encore	NA	2dr	FWD	93.5	

Engines - AMC/Renault

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	OHV	73.0 x 77.0	1289	Alum. Crossflow	2	Unrestricted	1619	Alternate crossflow head #7700597627.
	OHV	76.0 x 77.0	1397	Alum. Crossflow	2	24.5mm SIR	1850	Alternate crossflow head #7700597627.

GTL-FP Cars - BMC thru Rover Group

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Austin-Healey Sprite	NA	2dr	RWD	80.0	Roll cage meeting requirements for cars under 1500lbs are acceptable for cars registered prior to 4/1/82.
MGB & MGB-GT	NA	2dr	RWD	91.0	
MG Midget	NA	2dr	RWD	80.0	Roll cage meeting requirements for cars under 1500lbs are acceptable for cars registered prior to 4/1/82.
Mini Cooper	NA	2dr	FWD	80.2	1) Roll cage meeting requirements for cars under 1500lbs are acceptable for cars registered prior to 1/1/82. 2) Reduce by 100 lbs with original suspension and 10" wheels. 3) Front and rear body seams may be removed. 4) Full flat bottom floors are permitted. 5) Rear valance panel may be removed or modified. 6) Rain gutters may be modified.
Austin America	NA	2dr	FWD	93.5	
BMW Mini	2002-2013	2dr	FWD	97.1	
Triumph Spitfire	NA	2dr	RWD	83.0	Roll cage meeting requirements for cars under 1500 lbs. are acceptable for cars registered prior to 4/1/82.

Engines - BMC thru Rover Group

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
MG "B" Series	OHV	80.3 x 88.9	1798	Iron, non-Crossflow	2	24.5mm SIR	2035	
Triumph Spitfire	OHV	69.34 x 76.2	1147	Iron, non-Crossflow	2	Unrestricted	1492	
Mini/Sprite/Midget	OHV	2.78 x 3.20 (70.6 x 81.33) alt. bore: 73.5 max. or 74.0 max.	1275 1380 1399	Iron, non-Crossflow	2	Unrestricted	Mini: 1275@1531 1380@1609 1399@1670 Sprite/ Midget: 1275@1638 1380@1716 1399@1738	Any mini that retains the OE common sump gearbox configuration may reduce their weight by 125 lbs. Pierce aluminum cylinder head part #99003.843 allowed.
Mini/Sprite/Midget	OHV	2.78 x 3.20 (70.6 x 81.33) alt. bore: 73.5 max. or 74.0 max.	1275 1380 1399	Alum. Crossflow	2	Unrestricted 24.5mm SIR 24.5mm SIR Unrestricted 24.5mm SIR 24.5mmSIR	Mini: 1275@1675 1380@1900 1399@1939 Sprite/ Midget: 1275@1765 1380@2010 1399@2050	See all notes above. Pierce 7 port alum. crossflow cylinder head part #99003.849 is allowed. Mini Spares 8 port alum. Crossflow cylinder head part #C-AHT346 is allowed. Any mini that retains the OE common sump gearbox configuration may reduce their weight by 125 lbs.

Triumph Spitfire	OHV	73.66 x 75.997	1296	Iron, non-crossflow	2	Unrestricted	1638	
Triumph Spitfire	OHV	73.66 x 87.376	1493	Iron, non-crossflow	2	25mm SIR	1895	
BMW Mini W10B16	SOHC	77.0 x 85.8	1598	Alum, Crossflow	4	23.5mm SIR	1950	

GTL-FP Cars - BMW

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes			
E21	1975-1983	2 dr. Sedan	RWD	100.9				
318i/318iS	90-91	2dr	RWD	101.1				
1600-2 / 1602	NA	2dr	RWD	98.5				
Z3	96-02	Roadster	RWD	96.3				

Engines - BMW

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	SOHC	84.0 x 71.0	1573	Alum, Crossflow	2	24.5mm SIR	1935	
M42B18	DOHC	84.0 x 81.0	1796	Alum, Crossflow	4	22.5mm SIR	2050	
M42B19	DOHC	84.0 x 81.0	1796	Alum, Crossflow	4	22.5mm SIR	2070	

GTL-FP Cars - DODGE

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes			
Colt Coupe	NA	2dr	FWD	96.0	Mitsubishi bodywork allowed.			
Omni	NA	2dr	FWD	99.2				
024	1978	2dr	FWD	96.7				

Engines - DODGE

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	SOHC	79.0 x 86.0	1597	Alum, Crossflow	2	24.5mm SIR	1950	
	SOHC	79.5 x 86.4 alt. bore: 81.0	1715 1781 1715 1781	Alum, non-Crossflow Alum. Crossflow	2	24.5mm SIR 24.5mm SIR 24mm SIR 24mm SIR	2010 2040 2010 2040	

GTL-FP Cars - FIAT

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes			
124 Sport Coupe	NA	2dr	RWD	95.3				
124 Special	NA	2dr	RWD	95.3				
128 Coupe	NA	2dr	FWD	87.5				
128	NA	2dr	FWD	96.4				

131 Coupe	NA	2dr	RWD	98.0	
131 Sedan	NA	4dr	RWD	98.0	
X19	NA	2dr	RWD	86.7	

Engines - FIAT

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	SOHC	80.0 x 55.5	1116	Alum, Non-Crossflow	2	Unrestricted	1331	
	SOHC	86.0 x 55.5	1290	Alum, Non-Crossflow	2	Unrestricted	1555	Roll cage meeting requirements for cars under 1500 lbs are acceptable for cars registered prior to 1/1/82.
1300 w/ 1500 block	SOHC	86.0 x 55.5	1290	Alum, Non-Crossflow	2	Unrestricted	1579	
	OHV	80.0 x 71.5	1438	Alum, Non-Crossflow	2	25mm SIR	1870	
	SOHC	86.4 x 64.0	1498	Alum, Non-Crossflow	2	25mm SIR	1900	
	DOHC	80.0 x 79.2	1592	Alum, Crossflow	2	24.5mm SIR	1945	
	DOHC	80.0 x 80.0	1608	Alum, Crossflow	2	24.5mm SIR	1955	
	DOHC	84.0 x 79.2	1756	Alum, Crossflow	2	24mm SIR	2040	
1500 Limited Prep (Engine & Chassis)	SOHC	3.40 x 2.52	1498	Aluminum	(I) 1.43 (E) 1.31	(1) 40 DCNF w/ 32mm choke(s), (1) 32 DTMR or 32 DATRA, or fuel injection	1835	Compression ratio limited to 11.0:1, Valve lift limited to .450". Drivetrain Level 2 preparation only. Listed spec line weight does not change with alternate or stock transmission. Fuel cell may be located in front trunk. Orientation of the alternate carburetor is unrestricted. The alternate carb adapter may not be thicker than 1.25 inches. The adapter may have a bore larger than the throttle bore of the approved alternate carburetor. Refer to PCS 9.1.5.E.2.a,e,f,g,h,i for permitted limited prep level 2 build specs.

GTL-FP Cars - FORD

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Anglia Super	NA	2dr	RWD	90.5	
Cortina GT	64-68	2dr	RWD	98.0	
Escort Super	68-74	2dr	RWD	96.0	
Escort Lynx, EXP, LN7	81-90 1982	2dr	FWD	94.2	
Escort Mexico	70-74	2dr	RWD	96.0	
Fiesta	78-80	2dr	FWD	90.0	
Festiva	88-93	3 Dr. Hatchback	FWD	90.2	
Mustang	94-04	2dr	RWD	95.7-99.8	
Pinto	NA	2dr	RWD	94.0	Non-tube frame track: (F&R) 60.52"

Engines - FORD

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)	Notes
	OHV	3.19 x 2.29	1198	Iron, Non-crossflow	2	Unrestricted	1511	Alternate 1500cc Block: casting # 27333E6015 @ +23 lbs.
	OHV	3.19 x 2.48	1297	Iron, Non crossflow	2	Unrestricted	1511	Alternate 1500cc Block: casting # 27333E6015 w/ 23 lb penalty, 1600cc block w/ 25 lb penalty. Any Formula F cyl. head may be used, including aluminum version w/ 75 lb. penalty.
	OHV	81.0 x 73.2	1499	Iron, Non crossflow	2	25mm SIR	1900	
	DOHC	78.0 x 83.6	1597	Alum Cross-flow	4	23.5mm SIR	1950	
	OHV	81.0 x 77.5	1598	Iron, Cross-flow	2	24.5mm SIR	1950	Any Formula F cylinder head may be used, including aluminum version.
	SOHC	80.0 x 79.5	1598	Alum, Crossflow	2	24.5mm SIR	1950	
Zetec	DOHC	80.6 x 88.0	1796	Alum, Crossflow	4	22.5mm SIR	2050	Alt. 2.0L cyl block may be sleeved to specified bore size.
	DOHC	83.0 x 85.0	1839	Alum Cross-flow	4	22.5mm SIR	2070	

GTL-FP Cars - GINETTA

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Ginetta G40	2002-	2-Door Coupe	RWD	88.6	Must comply with all GTL rules except as noted on spec line. May use FIA roll cage. Must have complete build specs in pos-session at all race events.

Engines - GINETTA

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)	Notes
Ginetta/Ford Zetec		80.6mm X 88.0mm	1796cc	Crossflow	4	22.5 SIR	2050 + 51 lbs for IRS. + 26lbs. for sequential.	5 Speed o

GTL-FP Cars - HONDA

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Civic	73-79	3dr	FWD	86.6	
Civic	80-87	3dr	FWD	88.6	
Civic	84-87	2dr, 3dr	FWD	93.7	Hood bulge permitted, no openings.
Civic	84-87	4dr	FWD	96.5	Hood bulge permitted, no openings.
Civic	88-91	3dr	FWD	98.4	Hood bulge permitted, no openings.
Civic	92-95	2dr	FWD	98.4 or 103.2	Hood bulge permitted, no openings.
Civic	96-06	2dr	FWD	103.2	Hood bulge permitted, no openings.

Civic	06-09	2dr	FWD	104.3	
Civic Coupe	96-00	2dr	FWD	101.3	
Civic Coupe	2017-	2dr	FWD	106.3	
Civic Del Sol	93-97	2dr	FWD	93.3	
Civic Hatchback	96-00	2dr	FWD	103.2	
CRX	84-87	3dr	FWD	86.6	Hood bulge permitted, no openings. May mount wing per hatchback-station wagon spec, but no part of the wing assembly may be above the highest point of the roof.
CRX	88-91	3dr	FWD	90.6	Hood bulge permitted, no openings. May mount wing per hatchback-station wagon specs, but no part of the wing assembly may be above the highest point of the roof.
CRZ	10-14	3dr	FWD	95.9	Alternate wheelbase 90.6 in.
CRZ	15-16	3dr	FWD	103.1	Alternate wheelbase 90.6 in.
Fit	2009-13	2dr	FWD	99.0	Alternate wheel bases 94.0" and 97.0"
Insight	00-06	2dr	FWD	94.5	Alternate wheelbase 90.6 in.

Engines - HONDA

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
EB	SOHC	70.0 x 76.0	1170	Alum, Crossflow	2	Unrestricted	1550	Alt heads: #12100-634-000.
EB	SOHC	72.0 x 76.0	1237	Alum, Crossflow	2	Unrestricted	1633	Alt heads: #12100-634-000.
EN	SOHC	72.0 x 82.0	1335	Alum, Crossflow	3	24mm SIR 25mm SIR	1820 1920	Alt. Heads: #12100-PB9-000 (2 valve, Crossflow w/ unrestricted fuel induction at 1719 lbs), 12100-PA1-000.
EW	SOHC	74.0 x 78.0	1342	Alum, Crossflow	3	24mm SIR	1820	Alt. Heads: #12100-PE3-000 or 12100-PE7-000.
EW	SOHC	74.0 x 86.5	1488	Alum, Crossflow	3	24mm SIR	1895	Alt. Heads: #12100-PE3-000 or 12100-PE7-000.
D15	SOHC	75.0 x 84.5	1493	Alum, Crossflow	4	23mm SIR	2000	
D15b7	SOHC	75.0 x 84.5	1493	Alum, Crossflow	4	Fuel Injection	2000	Comp. Ratio limited to 11.0:1, Valve lift limited to .390". Valve size: (I) 29.0mm (E) 25.0mm, drysump and alternate connecting rods allowed. Refer to PCS 9.1.5.E.2.a,e,f,g,h,I for permitted limited prep level 2 build specs.
Fit	DOHC	73.0 x 89.4	1497	Alum Cross-flow	4	23mm SIR	1900	
D16	SOHC	75.0 x 90.0	1590	Alum, Crossflow	4	23.5mm SIR	2055	
D16A	DOHC	75.0 x 90.0	1590	Alum, Crossflow	4	23.5mm SIR	2055	
B16A	DOHC	81.0 x 77.4	1595	Alum, Crossflow	4	23.5mm SIR	2065	
B18	DOHC	81.0 x 87.2	1797	Alum, Crossflow	4	22.5mm SIR	2170	
B18	DOHC	81.0 x 89.0	1834	Alum, Crossflow	4	22.5mm SIR	2185	

GTL-FP Cars - Hyundai

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Accent	2010-	2DR	RWD	97.0	

GTL-FP Cars - KIA

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Rio	00-05	4dr	RWD	95.0	
Rio	06-11	4dr/5dr	RWD	98.4	
Rio	12-17	4dr/5dr	RWD	101.9	
Forte	09-12	2dr/4dr	RWD	104.3	
Forte	13-17	2dr/4dr	RWD	106.3	

Engines - KIA

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
Gamma	DOHC	77.0 x 85.44	1591	Alum, Crossflow	4	23.5mm SIR	1950	
BP	DOHC	83.0 x 85.0	1839	Alum, Crossflow	4	22.5 mm SIR	2270	

GTL-FP Cars - LANCIA

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Scorpion	76-77	2dr	RWD	90.5	Trunk mounted fuel cell is permitted. Fabric roof panel may be replaced with alternate material. Non-tube frame track (R) 61.5".

Engines - LANCIA

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	DOHC	84.0 x 79.2	1756	Alum, Crossflow	2	24mm SIR	2030	

GTL-FP Cars - LOTUS

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Cortina	64-66	2dr	RWD	97.5	
Cortina	67	2dr	RWD	98.0	
Elan S2, S4 (Rdstr, Cpe, Drphead)	NA	2dr	RWD	84.0	Windshield may be removed and a low front hoop roll cage may be fitted.
Europa		2dr	RWD	91.0	

Engines - LOTUS

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	DOHC	82.6 x 73.0	1558	Alum, Crossflow	2	24.5mm SIR	1930	Alternate cylinder heads allowed: Ford 1500 Non-crossflow and Ford 1600 crossflow (including aluminum version)

GTL Cars - MAZDA

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
323	88-91	2dr	FWD	94.5	Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".
3		2dr	FWD	97.0	Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".
GLC	NA	2dr	FWD	93.1/98.4	Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".
MX-3	92-94	2dr	FWD	91.1/96.3	Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".
Spec Miata	1990-93 1994-00 2001-05				All Models and years must use Legal Spec Miata engine including legal Spec Miata intake system.
MX-5 / Miata	90-05	2dr	RWD	89.2	Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".
MX-5	06-10	2dr	RWD	91.7	Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".
MX5 RF	2017-			91.0	
Protégé	1999	2dr	FWD	96.5/98.4/ 102.8	Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".
Protégé 5	2002	5dr	FWD	96.3/102.8	OEM roof spoiler is permitted (P/N:B25T-51-960C-XX, "XX" = color code) Engine setback from the front spindle centerline to the front spark plug is 4.5
RX-3		2dr	RWD	91.0	
RX-7		2dr	RWD	95.3, 95.5, 95.7	Non-tube frame track (F) 60.7" (R) 60.3".

Engines - MAZDA

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	SOHC	73.0 x 76.0	1272	Alum, Crossflow	2	Unrestricted	1638	1500cc block and head w/1300 (1365)cc crankshaft (#E301-11-301 or equivalent) is permitted. Alt. head: # E515-10-100B.
	SOHC	77.0 x 69.6	1296	Alum, Crossflow	2	Unrestricted	1604	1500cc block and head w/1300 (1365)cc crankshaft (#E301-11-301 or equivalent) is permitted. Alt. head: # E515-10-100B.
	SOHC	77.0 x 80.0	1490	Alum, Crossflow	2	24.5mm SIR	1895	Alt. Head: #E515-10-100B.
	SOHC	78.0 x 83.6	1597	Alum, Crossflow	2	24.5mm SIR	1950	
	DOHC	78.0 x 83.8	1597	Alum, Crossflow	4	23.5mm SIR	1900	
	DOHC	83.0 x 85.0	1839	Alum, Crossflow	4	22.5mm SIR	2070	
B3		71mm x 83.6	1324	Alum. Crossflow	4	Unrestricted	1700	
12A	Street Port		2292			29mm SIR	2000	
13B	Street Port					28mm SIR	2125	

GTL-FP Cars - NISSAN

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
PL510	68-73	2dr, 4dr	RWD	95.3	
1200 (B110)	70-73	2dr	RWD	90.6	
B210	74-78	2dr, 3dr, 4dr	RWD	92.1	

Note	2016	5dr.	FWD	94.0/97.0	
210 (B310)	79-82	2dr, 3dr, 4dr	RWD	92.1 or 94.2	
SPL 311/311U	NA	2dr	RWD	89.9/95.7	
Pulsar (N12)	83-86	3dr	FWD	95.1	
Pulsar (KN13)	87-90	3dr	FWD	95.1	
Sentra	2016	2dr., 4dr.	FWD	94.0/97.0	
Sentra (B11)	82-85	2dr, 3dr, 4dr	FWD	94.5	
Sentra (B12)	86-90	2dr, 3dr, 4dr	FWD	94.5	
Sentra (B13)	91-94	2dr, 4dr	FWD	95.7	May have hood bulge (Max. of 1.5"H x 10.0" L x 6.0 W)
200SX	75-79	2dr	RWD	92.0	
200SX SE-R (B14)	95-97	2dr	FWD	95.7 or 99.8	
240SX (S13/S14)	NA	2dr	RWD	97.5 or 99.4	Hood Bulge allowed, no openings.
Sentra SE-R (B15U)	2002	4dr	FWD	95.7 or 99.8	
Versa	2016	5dr.	FWD	94.0/97.0	

Engines - NISSAN

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
A12	OHV	73.0 x 70.0 alt. bore: 75.2 max.	1171 1243 (w/ alt. bore)	Alum, Non-crossflow	2	Unrestricted	1511 (1590 w/ alt. bore)	Alt heads: #11041-H2303, 11041-H5704, 11041-H9204.
A12A	OHV	75.0 x 70.0 alt. bore: 77.2 max.	1237 1310 (w/ alt. bore)	Alum, Non-crossflow	2	Unrestricted	1604 (1643 w/ alt. bore)	Alt heads: #11041-H2303, 11041-H5704, 11041-H9204.
A12A w/A14 Block	OHV	75.0 x 70.0 alt. bore: 77.2 max.	1237 1310 (w/ alt. bore)	Alum, Non-crossflow	2	Unrestricted	1623 (1705 w/ alt. bore)	Alt heads: #11041-H2303, 11041-H5704, 11041-H9204.
A13	OHV	73.0 x 77.0 alt. bore: 75.2 max.	1288 1368 (w/ alt. bore)	Alum, Non-crossflow	2	Unrestricted	1677 (1716 w/ alt. bore)	Alt heads: #11041-H2303, 11041-H5704, 11041-H9204.
A14	OHV	76.0 x 77.0	1397	Alum, Non-crossflow	2	25mm SIR	1800	Alt heads: #11041-H2303, 11041-H5704, 11041-H9204.
A15	OHV	76.0 x 82.0	1488	Alum, Non-crossflow	2	25mm SIR	1895	Alt heads: #11041-H2303, 11041-H5704, 11041-H9204.
A16H	OHV	76.0 x 88.0	1597	Non-crossflow	2	25mm SIR	1950	Must use A14/15 "A" series block. Must use non crossflow "A" series cylinder.
E15	SOHC	76.0 x 82.0	1488	Alum, Crossflow	2	24.5mm SIR	1895	Alt head: #11041-15M00.
E16	SOHC	76.0 x 88.0	1597	Alum, Crossflow	2	24.5mm SIR	1950	Alt heads: #11041-15M00, 11041-17M00.
GA16	DOHC	76.0 x 88.0	1597	Alum, Crossflow	4	23.5mm SIR	1950	
L16	SOHC	83.0 x 73.7	1595	Alum, Non-crossflow	2	25mm SIR	1950	Alt Heads: #11041-22010, 11041-U0600A, 11041-U0602-SV, 11041-N7120, 11041-21901.

L16 (Limited Prep)	SOHC	83.0 x 73.7	1596	Alum. Non-Crossflow	2	(2) auto type sidedrafts w/ 34mm choke(s).	2000	32mm @1910 lbs Comp. Ratio limited to 12.0:1. Valve lift limited to .450". Valve size: (I) 41.9mm (E) 33.0mm, drysump and alternate connecting rods allowed. Refer to PCS 9.1.5.E.2.a,e,f,g,h,i for permitted limited prep level 2 build specs.
R16 (Limited Prep)	4 cyl OHV	3.43 x 2.63	1596	Iron or Alum, non crossflow	2	(2) auto type sidedrafts w/32mm choke(s).	1950	Comp. Ratio limited to 12.0:1. Valve lift limited to .450". Valve size: (I) 41.9mm (E) 33.0mm. Drysump and alternate connecting rods allowed. Refer to PCS 9.1.5.E.2.a.e.f.g.h.i for permitted limited prep level 2 build specs.
SR16VE	DOHC	86.0 x 68.7	1596	Alum, Crossflow	4	23.5mm SIR	1950	Alt. Heads: #11040-1N591.
QG18DE	DOHC	80.0 x 88.0	1769	Alum, Crossflow	4	22.5mm SIR	2035	
L18	SOHC	85.0 x 78.0	1770	Alum, Non-Crossflow	2	24.5mm SIR	2035	#11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, 11041-N7120.
MR18DE	DOHC	84.0 x 81.1	1797	Alum. Crossflow	4	22.5mm SIR	2050	
MRA8DE	DOHC	79.7 x 90.1	1797	Alum. Cross flow	4	22.5mm SIR	2050	
CA18	SOHC	83.0 x 83.6	1809	Alum, Crossflow	2	24mm SIR	2055	
CA18DE	DOHC	83.0 x 83.6	1809	Alum, Crossflow	4	22.5mm SIR	2055	

GTL-FP Cars - OPEL

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes			
1900	1995	2dr	RWD	95.7				
Mk 51		2dr	RWD	95.7				
Mk 53		2dr	RWD	95.7				
Sport Coupe Rallye		2dr	RWD	95.7				
Mk 57R		2dr	RWD	95.7				
Sport Coupe		2dr	RWD					
Mk 77		2dr	RWD	95.7				
GT 1900	1995	2dr	RWD	95.7				

Engines - OPEL

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	SOHC	93.0 x 69.9	1897	Iron, Non-crossflow	2	24.5mm SIR	2100	

GTL-FP Cars - PORSCHE

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes			
914-4		2dr	RWD	96.5				
Porsche Boxster		2dr	RWD	96.5	May utilize any engine listed in GTL VW engine spec line.			

Engines - PORSCHE

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	OHV	93.0 x 66.0	1795	Alum, Crossflow	2	24mm SIR	2050	Material may be added as required only to relocate spark plug hole as per 2.0L head. Alum crossflow head from 2.0L may be utilized.
	OHV	90.0 x 66.0	1679	Alum, Crossflow	2	24mm SIR	1990	Material may be added as required only to relocate spark plug hole as per 2.0L head. Alum crossflow head from 2.0L may be utilized.

GTL-FP Cars - RENAULT

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
R5	NA	2dr	FWD	94.6	Left Hand Drive Wheelbase - 95.8. See AMC/Renault for engines.
R1228	1978	2dr	FWD	96.6	Left Hand Drive Wheelbase - 95.8. See AMC/Renault for engines.
LeCar	78-79	2dr	FWD	94.6	Left Hand Drive Wheelbase - 95.8. (Firewall modifications permitted with use of alt. head.) Removal only of rain rail permitted, no modification. See AMC/Renault for engines.

GTL-FP Cars - SAAB

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Sedan	-1964	4dr	FWD	98.4	
Sonet V4	67-69	2dr	FWD	84.6	
Sonet III	70-74	2dr	FWD	84.6	

Engines - SAAB

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	OHV	90.0 x 58.9	1498	Iron, cross-flow	2	24.5mm SIR	1900	Alternate intake manifold: #379050.
	OHV	90.0 x 66.8	1698	Iron, cross-flow	2	24mm SIR	2000	Alternate intake manifold: #379050.

GTL-FP Cars - SCION

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Xa	(05-06)	5dr	FWD	93.3	May use any class legal Toyota engine.

GTL-FP Cars - SUBARU

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
GL Coupe	NA	2dr	FWD	96.6	CVT transmission prohibited.
Justy (2WD)	88-94	2dr	FWD	89.9	CVT transmission prohibited.

Engines - SUBARU

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	SOHC	78.0 x 83.0	1189	Alum, Crossflow	3	Unrestricted	1506	
	OHV	3.23 x 2.36	1267	Alum, Non-crossflow	2	Unrestricted	1633	

GTL-FP Cars - SUZUKI

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Swift	89-94	2dr	FWD	89.2	
Swift	89-94	4dr	FWD	93.1	
Swift	95-01	2dr	FWD	93.1	

Engines - SUZUKI

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	DOHC	74.0 x 75.5	1299	Alum, Crossflow	4	23mm SIR	1800	

GTL-FP Cars - TOYOTA

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Celica	00-05	2dr	FWD	102.4 or 93.7	
Corolla 1200	NA	2dr	RWD	90.0 or 91.9	Rollcage meeting requirements for cars under 1500lbs are acceptable for cars registered prior to 1/1/82
Corolla SR-5	-74	2dr	RWD	91.9	
Corolla SR-5	75	2dr	RWD	93.3	
Corolla Sport Coupe & Lift Back	76-79	2dr, 3dr, 4dr		93.3	
Corolla	80-83	2dr, 3dr	RWD	94.5	
Corolla	84	2dr, 3dr, 4dr	RWD	90.6	
Corolla Sport / Sport Coupe (8V)	84-87	2dr, 3dr	RWD	94.5	
Corolla SR-5 / Sport Coupe	88	2dr	FWD	95.7	
GR86	2021-23	2dr	RWD	101.3	
MR2	85-89	2dr	RWD	91.3 or 94.5	Hood bulge allowed.
MR2	91-95	2dr	RWD	91.3 or 94.5	Hood bulge allowed.
MR-2	99-07	2dr	RWD	96.5	
Paseo	92-99	3dr	FWD	93.7	
Starlet	81	3dr	RWD	90.6	
Tercel	91-	2dr, 3dr	FWD	93.7/95.3	

Engines - TOYOTA

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
3K	OHV	75.0 x 66.0	1166	Alum, Non-Crossflow	2	Unrestricted	1570	May use 4Y block only
4K	OHV	75.0 x 73.0	1290	Alum, Non-Crossflow	2	Unrestricted	1604	May use 4Y block only
	OHV	77.5 x 77.0	1452	Alum, Non-Crossflow	2	25mm SIR	1875	
5K	OHV	80.5 x 73.0	1486	Alum, Non-Crossflow	2	25mm SIR	1895	May use 4Y block only
4A-C/L/LC	SOHC	81.0 x 77.0	1587	Alum, Non-Crossflow	2	25mm SIR	1945	
4AG	DOHC	81.0 x 77.0	1587	Alum, Crossflow	4	23.5mm SIR	1945	
4A-F 4A-FE	DOHC	81.0 X 77.0	1587	Alum, Crossflow	4	23.5mm SIR	1945	
G16E-GTS	DOHC 3 Cyl.	87.5 x 89.7	1618	Alum. Crossflow	4	23.5mm SIR	1945	No Turbo.
4AG	DOHC	81.0 x 85.5	1762	Alum, Crossflow	4	22.5mm SIR	2030	Must run identical deck height as 4AG block.
2T-C	OHV	85.0 x 70.0	1588	Alum, Crossflow	2	24.5mm SIR	1945	
7AFE	DOHC	81.0 x 85.4	1762	Alum, Crossflow	4	22.5mm SIR	2030	Alternate heads 11101-16010 and 11101-16030. 77mm alternate stroke permitted at 2040 lbs.
3TC	OHV	85.0 x 78.0	1770	Alum, Crossflow	2	24mm SIR	2035	
1ZZ	DOHC	79.0 x 91.5	1794	Alum, Crossflow	4	22.5mm SIR	2045	
2ZZ	DOHC	82.0 x 85.0	1796	Alum. Crossflow	4	22.5mm SIR	2050	
4E	DOHC	74.0 x 77.4	1331	Alum, Crossflow	4	Unrestricted	1900	
5E	DOHC	74.0 x 87.0	1497	Alum, Crossflow	4	23mm SIR	1900	

GTL-FP Cars - VOLKSWAGEN

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
1300/1500/1600 (Bug)	65-69	2dr	rear engine	94.5	
1600 (Bug) / Super Beetle	70-77	2dr	rear engine	95.3	
Rabbit	75-84	3dr, 5dr	FWD	94.5	
Scirocco		3dr	FWD	94.5	
Corrado		3dr	FWD	97.3	
Fox	88-92	2dr	FWD	92.8	

Golf	85-	3dr, 5dr	FWD	94.5	
Golf Mark - IV		3dr, 5dr	FWD	98.9	
Jetta Mk 1		2dr	FWD	94.5	
Jetta Mark - IV		4dr	FWD	98.2	
Beetle	98-01	3dr	FWD		
Fun Cup Beetle (1.8)	All	2dr	RWD	94.5	VW 1.8L, 2V, SOHC, aluminum non-crossflow (no other displacements permitted). VW "Fun Cup" Beetle chassis as spec'd in the Fun Cup rule set, must conform to all other safety related rules per GCR or GTCS. Must have rule set in possession at event. All windows must be "see thru" clear and uncolored.
Cabriolet	75-84	3dr	FWD	94.5	

Engines - VOLKSWAGEN

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
air cooled, flat 4	OHV	77.0 x 69.0	1285	Alum, Non-Crossflow	2	Unrestricted	1482	Siamesed intake port.
air cooled, flat 4	OHV	77.0 x 69.0	1285	Alum, Non-Crossflow	2	Unrestricted	1575	Dual intake port.
water cooled	SOHC	79.5 x 73.4	1457	Alum, non-crossflow	2	25mm SIR	1880	
water cooled	SOHC	76.5 x 80.0	1471	Alum, Non-Crossflow	2	25mm SIR	1885	Alt. Heads: #026-103-373G, 049-103-351C, Eurospec Sports head.
air cooled, flat 4	OHV	83.0 x 69.0	1493	Alum, Crossflow	2	24.5mm SIR	1895	Alt. Heads: #043-101-375H.
air cooled, flat 4	OHV	85.5 x 69.0	1584	Alum, Crossflow	2	24.5mm SIR	1940	Alt. Heads: #043-101-375H.
water cooled	SOHC	79.5 x 80.0	1588	Alum, Non-Crossflow	2	25mm SIR	1945	Alt. Heads: #026-103-373G, 049-103-351C, Eurospec Sports head.
air cooled	OHV	90.0 x 66.0	1679	Alum, Crossflow	2	24mm SIR	1990	Alt. Heads: #043-101-375-H.
water cooled	SOHC	79.5 x 86.4	1715	Alum, Non-Crossflow	2	24.5mm SIR	2010	Alt. Eurospec cyl. head may be used.
water cooled	SOHC	81.0 x 86.4	1780	Alum, Non-Crossflow	2	24.5mm SIR	2040	Alt. Eurospec cyl. head may be used. 8 valve aluminum crossflow head may be used. Must run 24mm SIR at 2050 lbs. as this is a change to the original engines architecture.
water cooled	DOHC	81.0 x 86.4	1780	Alum, Crossflow	4	22.5mm SIR	2040	
water cooled (Production Limited Prep Level 2)	SOHC	81.0 x 86.4	1780	Alum, Non-Crossflow	2	Fuel injection or Two (2) 45mm carbs restricted to 32mm venturis	2040	Comp. Ratio limited to 12.0:1, Valve lift limited to .425". Use of manufacture's 52mm throttle body permitted. Intake manifold inlet may be machined to throttle body mating surface to a depth of no more than one inch. Drysump and alternate rods allowed. Refer to PCS 9.1.5.E.2.a.e,f,g,h,i for limited prep level 2 build specs.
058, 06A and 06B	DOHC	81.0 x 86.4	1780	Alum Cross-flow	5	22.5mm SIR	2040	
air cooled	OHV	93.0 x 66.0	1795	Alum, Crossflow	2	24mm SIR	2050	Alt. Heads: #043-101-375-H.
"Fun Cup" Beetle Sealed	SOHC	82.5 x 86.5	1780	Alum, non-Crossflow	2	Weber DMTL 32/34	1850	VW "Fun Cup" Beetle chassis as spec'd in the Fun Cup rule set, must conform to all other safety related rules per GCR or GTCS. Must have rule set in possession at event.



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This section is intended to provide Regions with an alternate Steward model for small Regional and Drivers' School events. Its intent is to reduce the required number of Race Officials and streamline some of the processes and procedures required at larger events.

Unless specifically listed below all other sections of the GCR shall apply.

1. EVENTS

This model may be used to conduct small Regional and Drivers' School events, about 70 entries or less. The Region may request its use with the approval of the Executive Steward. The Executive Steward will approve the number of entries allowed at the event.

2. SUPPLEMENTAL REGULATIONS

The Chief Steward with the approval of the host Region's representative may make changes to the event Supplemental Regulations prior to and during the event for reasons of errors, omissions, safety or forces beyond their control.

3. REQUIRED STEWARDS

- A. The minimum stewards required for the event are the Chief Steward and the Assistant Chief Steward Clerk of the Course (COC). The duties of the Chief Steward shall include the role traditionally assigned to the Assistant Chief Steward – Safety. The Chief Steward and the COC may delegate some of their authorities to other Stewards or Race Officials in attendance.
- B. The Executive Steward shall appoint the Chief Steward and the COC at the time the Small Event Request is made.
- C. If a protest or RFA is not finalized at the event, the Executive Steward shall appoint a Stewards of the Meeting (SOM) to hear and determine the outcome of the protest or RFA.

4. STEWARDS

A. Powers of the Chief Steward

1. Unless specifically altered in this section, the Chief Steward, prior to and during the event, will have all of the powers and responsibilities assigned to the Stewards of the Meeting in GCR Section 5.12.1, as well as Section 7 and Section 8. Incidents resolved by the Chief Steward without going to an appointed SOM will be treated as a CSA and the appropriate driver point will be applied per GCR Section 7.4.B.
2. In certain circumstances it may be necessary to defer a protest or RFA of an incident to an SOM appointed by the Executive Steward. The Chief Steward will inform all parties involved that the action will be processed by the SOM. The Chief Steward or *their* designee will collect and forward all related information regarding the action to the appointed SOM. The SOM will make every effort possible to ensure the action will be processed in a timely manner. RFAs and Protests sent to the appointed SOM will have the standard driver points applied per the GCR.
3. The Chief Steward shall have all of the powers and responsibilities assigned to the Chief Steward in GCR Section 5.12.3, as well as Section 7, and Section 8.
4. The Chief Steward shall have all of the responsibilities assigned to the Assistant Chief Steward – Safety in GCR Section 5.12.4. The Chief Steward may delegate some of these responsibilities to other Stewards or Race Officials.

B. Assistant Chief Steward – Clerk of the Course (COC)

1. The COC is the Lead Operations Steward and primarily controls all on-track sessions and any other activities where circuit safety and functionality may be involved or impaired. These duties are performed in accordance with the GCR, supplemental regulations and schedule for the event.
2. The COC works under the authority of the Chief Steward. The COC, with the approval of the Chief Steward, may delegate responsibilities to other Stewards and Race Officials at any time as needed.

Revised January, 2026

The Club Road Racing Program sincerely thanks Randy Pobst and Terry Earwood for developing these guidelines defining racing room and passing etiquette. Randy Pobst is a SCCA Hall of Fame member, a National Road Racing and Solo Champion, professional driver champion, and a very experienced driver's coach. Terry Earwood is a legendary Skip Barber driver instructor, professional driver champion, professional driver's coach, and is the current Driver Orientation Manager for the Trans Am Series.

The guidelines were created by Randy and Terry based on decades of racing experience and driver coaching. The guidelines represent what the Club Road Racing Program's intent is for General Competition Rules Section 6.11., Rules of the Road.

1. RACING ROOM & PASSING GUIDELINES

Safe, successful passing is based on what drivers can see. An overtaking car bears the largest percentage of *responsibility* for passing safely. *This responsibility is met and a pass is successfully completed when the overtaking car is completely, physically past the car being overtaken. Simply being ahead, while still alongside, does not absolve the driver of the overtaking car of the obligation to allow racing room to the overtaken car. At the same time, the overtaken driver must not impede or block the overtaking car but is not required to fall back as long as the driver provides racing room to the overtaking car.*

2. PERIPHERAL VISION

The overtaking car (the car attempting a pass) must get into the peripheral vision of the lead car (the car being passed) in the brake zone before the lead car turns for the corner. Once the lead car turns for the corner, it can no longer see the trailing car, because the lead car's mirrors now point outside, and the lead car is looking toward the apex.

Figure 1

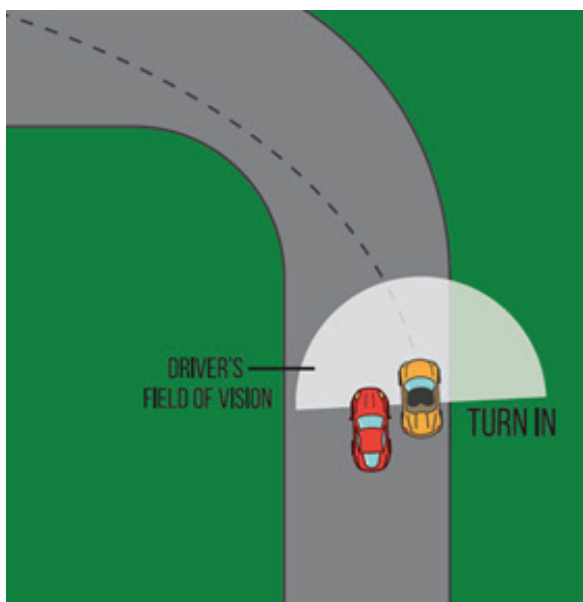


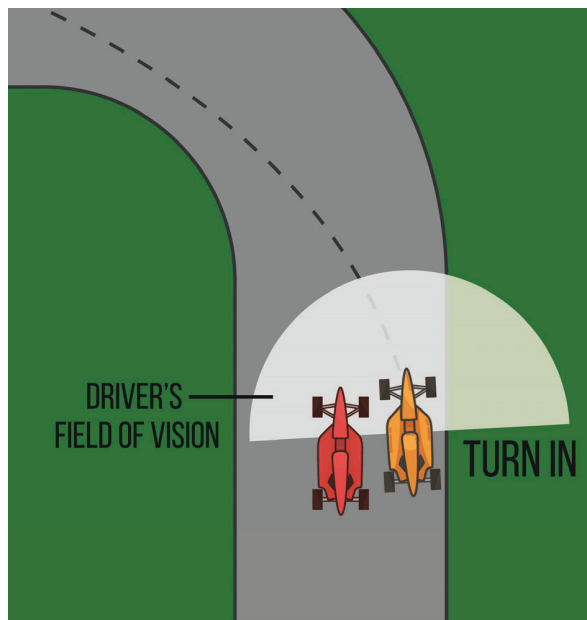
Figure 1 shows that the overtaking car has gotten up to the A pillar and into the peripheral view of the lead car before turn in. The overtaking car now has taken the line away and earned the right to racing room on the inside.

To earn the corner, the overtaking car must have its front end up to at least the A pillar post, or windshield, with the car under control, *before* the lead car turns into the corner. The goal is for the overtaking car to present itself, to arrive in the peripheral vision of the lead car, *before* it turns in.

Open Wheel and Sports Racer Overlap

An overtaking open-wheel car or sports racer should have its leading edge of the front tire up to at least the lead car's trailing edge of the front tire (within leading car peripheral vision) before the lead car begins its turn in. (Figure 2). The bodywork configuration of many new formula and sports racer prototypes almost encapsulate the driver from view by other drivers. That is why it is important to get the overtaking car that far up into the lead car's peripheral vision.

Figure 2



3. THE BLIND SPOT

Figure 3

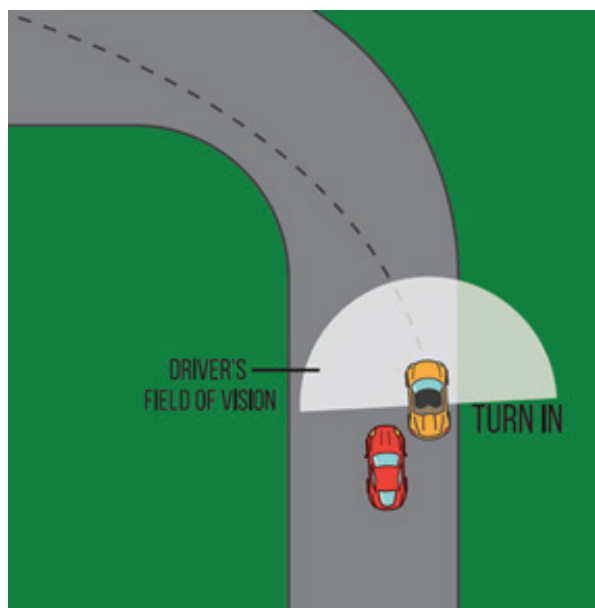


Figure 3 shows at the lead car's turn in point the overtaking car has yet to get even with the A pillar and into the peripheral vision of the lead car. The overtaking car is in a blind spot. Do not pass unless the lead car is much slower and gives racing room.

4. RACING

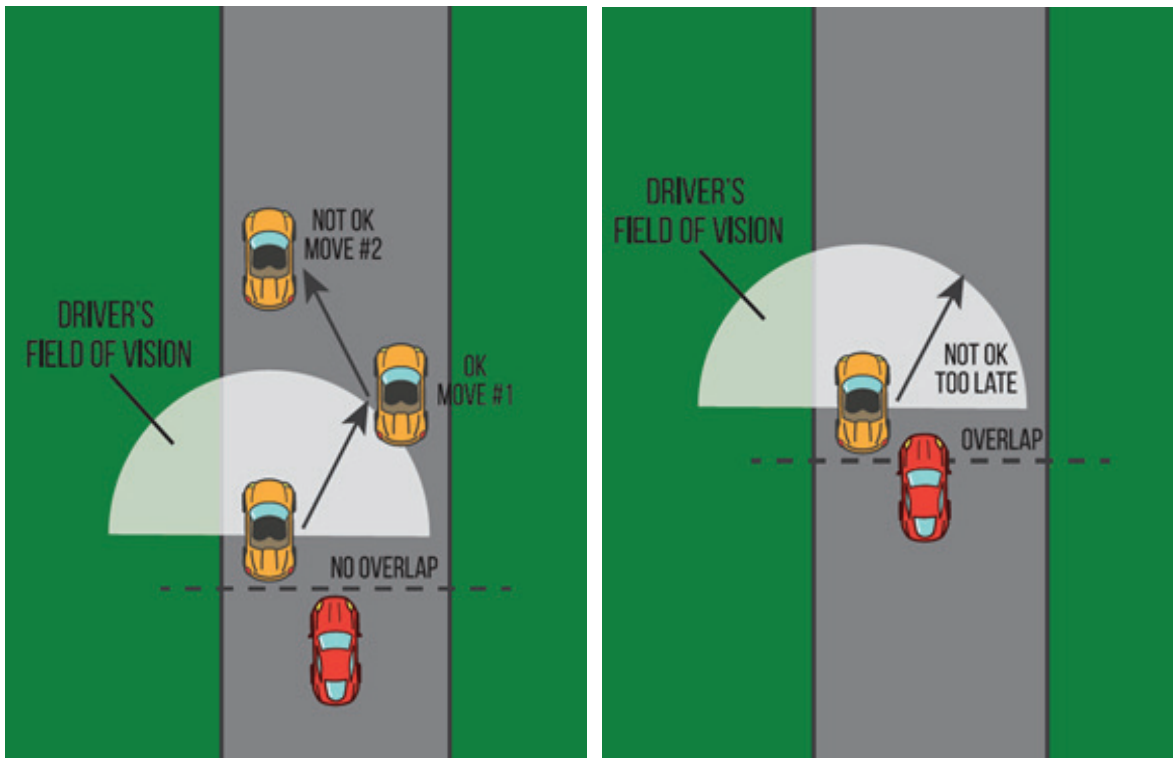
Should the lead car decide to 'go with them', side-by-side, then both cars must allow each other racing room, at least a car width plus six inches or so, to the edges of the racing surface. In both cases, the trailing car must be in the lead car's peripheral vision to safely hold position. If not in vision, then the trailing car must back off and follow, because the lead car cannot see it.

The biggest mistake, and a common cause of contact, is the overtaking car taking a shortcut to the apex, from that blind spot (Turn One at Road Atlanta is classic). Pull parallel to the lead car, and as close as safely possible so that the driver KNOWS you are there. Sometimes, the lead car may turn in early; therefore, the overtaking car must be under enough control to avoid contact.

5. PASSING ON THE STRAIGHTS

On straights, the lead car is allowed "one safe move". It can choose a side, but cannot move back, and cannot move over in reaction to an overtaking car if late enough to invite contact. It must leave a car's width (plus 6 inches) of racing room if the overtaking car has already committed in that direction and has achieved an overlap next to the leader. No weaving to break the draft or to block; that is more than one move. On straights, as opposed to corner entry, it is possible for the lead car to look into its mirrors and see the overtaking car, so if the overtaking car gets even a small overlap next to the lead car, the lead car must give the overtaking car room to race, and can no longer move across the track.

Figure 4

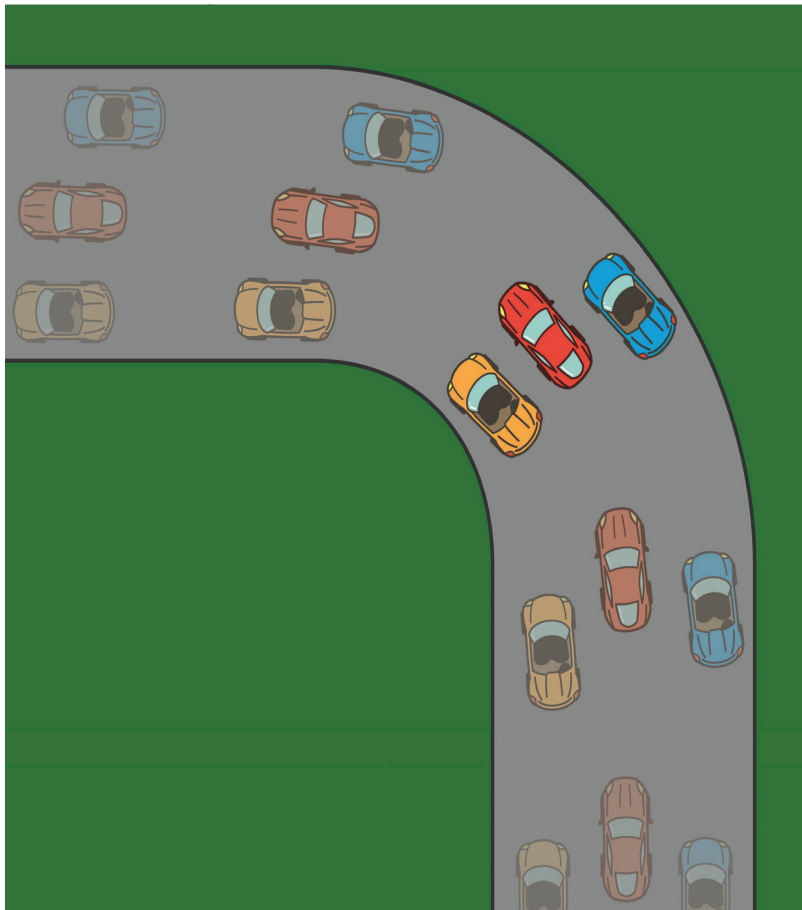


When being passed, hold your line. This means be predictable, and do not change your line to pull out of the way. 'Hold your line' does not mean take the line for the apex and turn in front when a much faster car is approaching. Be aware of faster traffic and leave a lane of racing room for them.

6. OVERLAP ON STRAIGHTS AT TURN IN

If there is continuous overlap (Figure 5) next to the lead car when the turn in point is reached, the lead car must give the trailing car room to race. The lead car can no longer move completely down to the apex. It is not ok to cut across to the apex and likely into the trailing car's nose. The car was there all the way down the straight and it is not going to suddenly disappear. There now is shared responsibility to avoid contact between the cars.

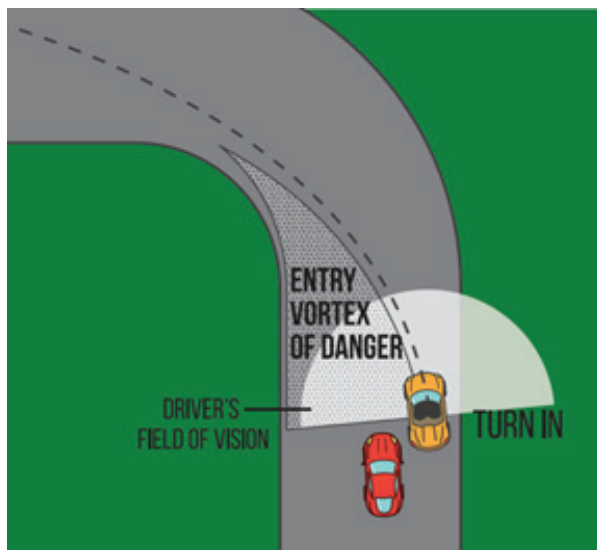
Figure 5



7. THE VORTEX OF DANGER

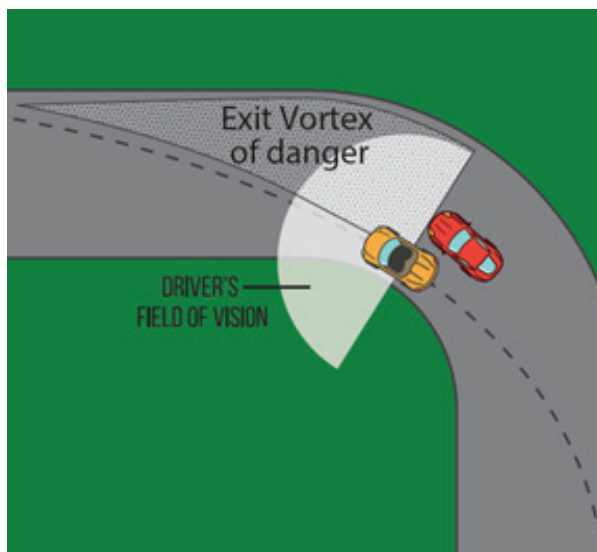
The Entry Vortex of Danger (Figure 6) is a triangle inscribed by the turn-in point of the lead car, the apex, and the inside edge of the road. Trailing car, do not take a short cut to the apex. If you do, chances are the lead car does not see you. When overtaking, keep out of the Vortex of Danger. It is too late to pass. The hole you see is closing rapidly, you are in a blind spot, there will likely be contact, and it will be your fault.

Figure 6



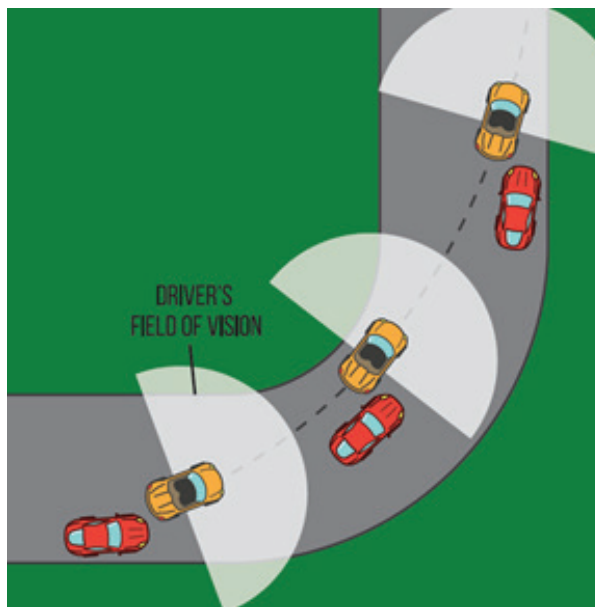
The Exit Vortex of Danger (Figure 7) is a triangle inscribed by the apex, the track-out point of the lead car, and the outside edge of the road. When attempting a pass on the outside, be aware of the Exit Vortex of Danger, and back out of it if not in the lead car's vision. It is too late to safely pass. The hole you see on the outside is closing rapidly, you are in a blind spot, there will likely be contact, and it will be your fault.

Figure 7



8. THE OUTSIDE PASS

Figure 8



On this outside pass attempt (Figure 8), the overtaking outside car never presents itself into the vision of the lead car and cannot expect it to make room for a car it cannot see at the exit of the turn. So, the outside trailing car must back off to leave racing room for the inside lead car that cannot see it and avoid the Exit Vortex of Danger. In this situation, if the outside car makes contact or runs off the road, it is most likely their fault.

Turn 5 at Road America is a prime example of where a lead car may protect its line by not using all the track on the right. The overtaking car, in this example, needs to clearly 'present themselves' in the braking zone before turn in, because the lead car is looking into the corner, not at its right mirror, and in all probability will not leave racing room at the exit. Outside passing works well when both drivers have excellent spatial awareness but is a very low percentage move in most cases.

Safe, successful passing depends on what a driver can see. Do not hit what you can see!

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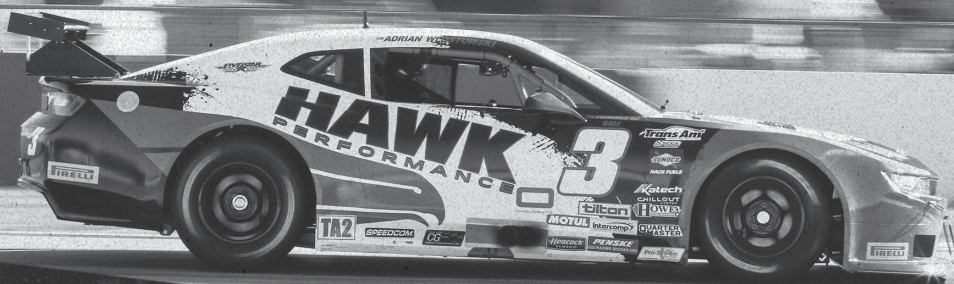
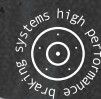


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