SCCA PRO RACING

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2012 SCCA PRO RACING REGULATIONS

WWW.SCCAPRORACING.COM

Version 00: 12.06.2011

The rules and regulations set forth herein are intended to assist in the orderly conduct of race events and to further participant and spectator safety. This is a guide and in no way a guarantee against injury or death to participants, spectators, or others. No expressed or implied warranties of safety or fitness for a particular purpose shall be intended or result from publication or compliance with these rules. All event participants compete at their own risk.

The PRR, complete with updates from current season Technical Bulletins, is available on the SCCA Pro Racing website.

Published by

SCCA Pro Racing

Website: http://www.sccapro.com

World Challenge Website: http://www.world-challenge.com

MX-5 Cup Website: http://www.mx-5cup.com

Trans-Am Website http://www.trans-amracing.com

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REVISION HISTORY

Version	Date	Notes
00		Initial Release (PRI Show)

INTRODUCTION

The following General Regulations apply to all SCCA Pro Racing, Ltd. sanctioned Professional Racing Series and events. Regulations specific to a particular series and supplementary regulations are written to be in conformity with the General Regulations. Together they comprise the SCCA Pro Racing Regulations ("PRR"). The PRR shall be applied in a reasonable and logical manner. It shall not be given strained, or tortured, interpretations. The PRR is a permissive document. Unless an item is specifically authorized by the PRR it shall be considered forbidden. PRR versions as published on the SCCA Pro Racing Website and series websites, as well as "Technical Bulletins," "Participant Bulletins," "Pro Racing Memos," "Crew Chief Technical Notes," "Chief Steward Briefing Notes," and "Supplementary Regulations" where appropriate.

As of January first of each year, the PRR for that year shall supersede all versions from previous years including all Technical and Participant Bulletins.

To the extent those regulations for an individual Series conflict with these General Regulations, the individual Series regulations shall prevail.

The masculine pronouns 'he,' 'him,' or 'his' will be used generically, without actual reference to gender. The word "may", when used, gives the option of doing something. The words "shall" and "must", when used, require that it be done. The word "and", when used, means that more than one listed item may be performed, used, etc. The word "or", when used, means that one listed item may be performed, used, etc. The word combination "and/or", when used, means that any, or all, of the listed items may be performed, used, etc.

If there is not a definition of a word in Appendix Q then the standard definition of the word from Webster's Dictionary shall be used (e.g. "round", "parallel").

The following text styles will be used to indicated changes made in the indicated time frame:

Changes made in the previous season via technical bulletin.

Changes made in the off season.

Changes made in the current season via technical bulletin.

Race events are conducted under the PRR and regulations issued for the individual Series unless otherwise specified. Some events may be conducted under the FIA Sporting Code.

SCCA Pro Racing reserves the right to disallow any part, change/modify any specification, and/or change/modify any rule or regulation when/if it is deemed necessary at its sole discretion. The PRR shall not constitute an expressed or implied warranty of safety or fitness for a particular purpose. All event participants assume all risks of any nature associated with their presence at and/or participation in an SCCA Pro Racing sanctioned event, or activity.

ARTICLE 1: GENERAL REGULATIONS

ARTICLE 1.1: ADMINISTRATOR AND SANCTIONING AUTHORITY

1.1.1: SCCA Pro Racing, Ltd. (SCCA Pro Racing) a wholly owned subsidiary of Sports Car Club of America, Inc. (SCCA) administers and sanctions all SCCA Pro series and events.

1.1.2: An SCCA Pro Racing representative shall be present at any official meeting, or hearing, involving interpretation, or implementation, of the PRR.

1.1.3: At race events, the SCCA Pro Racing Chief Steward (CHIEF STEWARD) has authority for the conduct of all aspects of the event; with all

other race officials reporting to him. Appeals of the CHIEF STEWARD's decisions, and actions, shall be addressed to the SCCA Pro Racing Board of Appeals at the National Office as provided in Article 1.12 of these Regulations. Race series officials have authority for the management, administration, and sanctioning of the Race Series, with ultimate authority retained by the SCCA Pro Racing President.

1.1.4: KNOWLEDGE OF, AND SUBMISSION TO RULES

Every person, entity, group of persons, region of the SCCA, or organizer who applies for, and is granted an SCCA Pro Racing-sanction to conduct an event, and any person who receives an SCCA Pro Racing license/credential, warrants that:

1.1.4.1: He is acquainted with the PRR.

1.1.4.2: He agrees without reservation to abide by the PRR.

1.1.4.3: He renounces the right to have legal recourse, except with the written consent of SCCA Pro Racing, to any arbitrator, or tribunal, not provided for in the PRR.

1.1.5: FINALITY OF INTERPRETATION AND APPLICATION

SCCA Pro Racing officials shall make the interpretation, and application, of the PRR. Their decisions shall be final and binding. In order to promote the sport of automotive competition, to achieve prompt finality in competition results, and in consideration of the numerous benefits to them, all participants and entrants, (including competitors and officials) expressly agree that:

- Determinations by SCCA Pro Racing officials are non-litigable;
- They will not initiate or maintain litigation of any kind against SCCA, SCCA Pro Racing, or anyone acting on behalf of SCCA, or SCCA Pro Racing, to reverse, or modify, such determinations, or to seek to recover damages, or other relief allegedly incurred, or required, as a result of such determination and;
- If a participant, entrant, competitor, or official initiates, or maintains, litigation in violation of this provision, that individual or entity agrees to reimburse SCCA, and/or SCCA Pro Racing, for all costs of such litigation, including travel expenses, and attorneys' fees. Competitors, or officials, involved in such litigation will have all SCCA Pro Racing privileges suspended until litigation is complete.

1.1.5.1: SCCA Pro Racing reserves the right, in its reasonable discretion, to amend, or modify, the PRR at any time (including individual series regulations and event supplementary regulations) via Supplementary Regulations, Tech Bulletins, Participant Bulletins, Competitor Bulletins, or Pro Racing Memos.

1.1.5.2: The English text of these regulations will be used should any dispute arise regarding their interpretation. The final authority shall be the printed version of this text, plus bulletins, memos and supplementary regulations.

1.1.5.3: All Supplementary Regulations must be pre-approved by SCCA Pro Racing.

ARTICLE 1.2: ADMINISTRATION OF EVENTS

1.2.1: ORGANIZATION OF EVENTS

SCCA Pro Racing, and/or its designee, may organize an SCCA Pro Racing-sanctioned event.

1.2.2: REQUIRED APPROVAL

The name, or emblem, of SCCA Pro Racing shall be associated only with events sanctioned by SCCA Pro Racing. Organizers shall not distribute entry forms, or supplementary regulations, for an SCCA Pro Racing Event prior to obtaining an SCCA Pro Racing sanction.

1.2.3: INSURANCE REQUIREMENTS

All events sanctioned by SCCA Pro Racing must be insured for Event Liability and Participant Accident coverage. See the current year SCCA insurance handbook for details. SCCA Insurance Information Page

1.2.4: MINIMUM REQUIREMENTS: EMERGENCY AND MEDICAL
The following minimum requirements shall be in effect at all times when a speed event (including practice) is in progress, or else the event may be halted immediately:

1.2.4.1: Medical and fire equipment as specified in Sanction Agreement.

1.2.4.2: A pre-arranged plan to cope with major emergencies.

1.2.5: EVENTS

1.2.5.1: FIA LISTED EVENTS
SCCA Pro Racing has been delegated the authority to grant sanctions for events listed on the FIA International Calendar. These events shall be organized and conducted according to the PRR and the International Sporting Code.

1.2.5.1.1: FULL INTERNATIONAL FIA EVENTS

Each year the FIA shall approve a calendar of Full International competitions open to holders of FIA Entrant's and Driver's licenses issued by an ASN, and shall designate various series of these Full International competitions counting toward international championships for drivers, manufacturers, hill climbs, etc., and shall designate the classes and categories of automobiles eligible to compete in these championships. In those Full International competitions which do not count toward championships, the organizers may designate which classes and categories of automobiles are eligible to compete.

1.2.5.1.2: INTERNATIONAL FIA EVENTS

ACCUS shall annually approve a calendar of International FIA competitions. These events shall be open to any holders of FIA Entrant's and Driver's Licenses issued by any ASN except that those whose names are inscribed on the FIA list of Classified Drivers are excluded unless they hold appropriate licenses issued by an ACCUS member club. Organizers may designate which classes and categories of automobiles are eligible.

1.2.5.2: SCCA PRO RACING EVENT

SCCA Pro Racing shall approve an annual calendar of events, each to be sanctioned by SCCA Pro Racing. These will be open to participants holding current, valid SCCA Pro Racing licenses, or FIA Licenses. Except for FIA-listed events, these events will be governed solely by the PRR.

1.2.5.3: POSTPONEMENT, ABANDONMENT, and/or CANCELLATION
An event, or a competition, forming part of an event shall not be postponed, abandoned/canceled, or rescheduled unless;

1.2.5.3.1: Provision for doing so is made in the Supplementary Regulations.

1.2.5.3.2: The CHIEF STEWARD has ordered a postponement for reasons of safety, or forces, beyond his control.

1.2.5.3.3: The CHIEF STEWARD(s) involved shall have determined that there is no other acceptable alternative, and only after making every effort to review the situation with the SCCA Pro Racing President, or immediate staff.

1.2.5.3.4: If an entire event is canceled prior to its commencement, SCCA Pro Racing will make every effort to notify all parties concerned, but accepts NO responsibility for such cancellation, or failure to notify.

1.2.6: COURSES
The selection of any course for a competition shall be subject to the approval of SCCA Pro Racing. Specifically, SCCA Pro Racing may;

1.2.6.1: Limit a course as to the classification of event to be sanctioned there.

1.2.6.2: Restrict the number of automobiles, which may be started simultaneously, or in total.

1.2.6.3: Restrict the number of entries, which may be accepted for an event.

1.2.6.4: Restrict the course to certain classes and categories of automobiles.

1.2.6.5: Restrict the course to certain grades of drivers.

1.2.6.6: Disapprove the course for all SCCA Pro Racing Events.

1.2.7: MEASUREMENT OF COURSES
The official length of a course shall be measured along the center line of the road.

ARTICLE 1.3: CONDUCT OF EVENTS

1.3.1: ENTRIES
All entrants must complete an SCCA Pro Racing-provided entry form for each event. An entry made, and accepted, in accordance with the PRR, and any relevant Supplementary Regulations, shall constitute a contract, binding an entrant to take part in the competition entered. A breach of such contract may be treated as a breach of the PRR.

1.3.1.1: REFUSAL of ENTRY
If an entry for any competition is refused, notification of such refusal shall be sent to the entrant at the address given on the entry form as soon as possible, and at least five (5) days before the event, whenever reasonably possible. SCCA Pro Racing may deny entry to any entrant whose conduct, associations, or affiliations, on or off, the track, are deemed not conducive to the best interest of this sport, or who exhibits conduct which is inappropriate, offensive, abusive, or in bad taste. SCCA Pro Racing has the right to refuse an entry at its discretion without giving a statement of reason for refusal.

1.3.1.2: FALSIFICATION of ENTRY
An entry, which contains a false or incorrect statement, may be null and void, the entrant may be deemed guilty of a breach of the PRR, and the entry fee may be forfeited as SCCA Pro Racing shall determine.

1.3.1.3: WITHDRAWAL of ENTRY
An entry may be withdrawn but must be received in writing via fax or e-mail prior to the opening of on-site registration. Failure to withdraw prior to registration opening shall result in a forfeit of all fees. If the withdrawal is received prior to registration opening the participant may request a refund minus an administrative fee or transfer the entry to a future event in the current season. Entry fees are not transferable from one team to another. No credits will be issued if the entered car goes on track in an official SCCA Pro Racing session.

1.3.1.4: CONDITIONAL ACCEPTANCE of ENTRY
These are professional championship competitions, SCCA Pro Racing reserves the right to accept, or reject, the entry of any car or driver. In case of doubt as to the acceptability of an entry, an entry will not be allowed to compete unless approved by the President or VP of Pro Racing, or by the CHIEF STEWARD. In all events which have an FIA International listing, each entrant must possess a valid FIA Entrant License issued by his ASN.

1.3.1.5: DEBTS, BAD CHECKS, and OUTSTANDING CHECKS
Debts, bad checks and outstanding checks will result in suspension of competition privileges, which shall continue until debt, and service charges are paid (Service charge will be $50.00 to cover bank, and SCCA Pro Racing, clerical processing.). Upon two such occurrences participant will be required to pay by cash, or cashier's check for future entries and other costs.

1.3.1.6: NUMBER of ENTRIES to be STARTED in RACES
The CHIEF STEWARD shall determine the maximum number of vehicles, which may be started simultaneously on any course. Also see Article 1.2.6.2.

1.3.1.7: REGISTRATION REQUIRED
A car/driver combination must be registered prior to the qualifying session of that event. No entries will be accepted following qualify-

ing without the approval of SCCA Pro Racing. Driver changes must be submitted one (1) hour prior to the scheduled opening of pre-grid for the session of the change.

1.3.1.8: SCCA PRO RACING ENTRY FORM
The entry fee amounts, entry deadline, and the total number of driver and crew passes will be indicated on each SCCA Pro Racing Official Entry Form.

1.3.2: PUBLICATION OF RESULTS AND DISTRIBUTION OF AWARDS

1.3.2.1: The provisional results will be published as soon as possible after the completion of practice, qualifying or competition at the event. Results will become final and be distributed within 14 days after the conclusion of the event, excluding any actions as described in Article 1.11 and Article 1.12.

1.3.2.2: A car must be classified as a finisher to earn prize money (see Article 1.8.4). How prize and contingency money is paid is up to the individual series.

1.3.2.3: Prize money will be awarded to the Entrant for each individual event in the series. Monetary awards will be sent from SCCA Pro Racing's National Headquarters, providing the results are not under appeal.

1.3.2.4: Each team/driver must have a federal W-9 tax form on file with SCCA Pro Racing before any prize money will be paid.

1.3.2.5: All prize money is paid by check or through direct deposit to the bank account on file with SCCA Pro Racing.

1.3.2.6: Any outstanding debts, or monetary penalties, to SCCA Pro Racing shall be deducted from earned prize money, or a team may be invoiced if the earned prize money is insufficient to cover the debts, penalties, etc.

1.3.3: PRE- AND POST-RACE PROCEDURES
SCCA Pro Racing officials are the complete authority regarding the pre- and post-race procedures. Participants must follow their instructions.

1.3.4: SCALES
The SCCA Pro Racing scales are the official scales of the event, and will be available to teams at appropriate times during the course of the competition. The TECHNICAL MANAGER will determine when scales are available for use by the teams, or closed due to official use.

1.3.5: PRE-RACE TESTING

1.3.5.1: SCCA Pro Racing is not responsible for any accident, or injury, occurring during pre-race testing not sanctioned by SCCA Pro Racing.

1.3.5.2: Unless otherwise provided by SCCA Pro Racing, the race organizer/promoter/track is prohibited from permitting pre-race testing by any SCCA Pro Racing team during the seven (7) calendar days prior to the first day of official sessions that the team will be competing in. If the track is available for pre-race testing, only one day is allowed, and that test day must be the day before the SCCA Pro Racing official sessions are scheduled to start. All entered teams must be permitted to participate. SCCA Pro Racing is not responsible for running the promoter test days. However SCCA Pro Racing will support any penalties levied by the promoter for misbehavior, and reserves the right to issue additional penalties if deemed necessary. It is the team's responsibility to determine the availability of the track for such testing.

1.3.5.3: Teams that participate in any on-track activity during the seven (7) calendar days prior to the first day of official sessions that the team will be competing in, not authorized in Article 1.3.5.2, will be subject to penalties.

1.3.5.4: Sanctioned SCCA Regional and National events are not prohibited. Driving schools that use cars still having the interiors intact, and not having a data acquisition system installed on the car, are not prohibited. Teams/Drivers may participate in track test days within the seven prior days if they do not use equivalent equipment to their race class. Equivalent equipment is defined as those car models currently

classified to compete in the class that a team competes in e.g. a World Challenge GT team may not test an IMSA GT-3 Cup car when other World Challenge teams are not permitted to test because the GT-3 Cup car is classified in the World Challenge GT class.

ARTICLE 1.4: GENERAL REGULATIONS

1.4.1: Only properly registered Car/Driver Combinations with drivers licensed per Article 1.5 shall be allowed to drive in timed sessions. Car/Driver Combinations which are not compliant with the PRR may not be allowed on track in timed sessions. Drivers shall drive only one car per class unless a back-up car is used (see Article 1.4.2.7 for back-up car procedures). A driver shall only drive one car per timed session. If two drivers are registered to the same car, only one driver shall drive the car in a timed session.

1.4.2: QUALIFYING

1.4.2.1: Each driver will qualify for a starting position during the qualifying session(s). It shall be the car/driver combination, which qualifies for a starting position. Each car shall be considered officially qualified only if the driver nominated to drive the car achieves the qualifying time.

1.4.2.2: Car/driver combinations gridded without a qualifying time shall start from the rear of the grid.

1.4.2.3: Ties in qualifying times shall be resolved as follows: The second-fastest lap of each of the cars involved shall break the tie, (i.e., the car with the lowest of the second-fastest times will be gridded ahead of the car with the slower second-fastest time). If there is still a tie, then the third fastest times will be used, and so forth, until the tie is broken. If a tie still exists after all times are compared in the above manner, the tie will be broken by the CHIEF of TIMING and SCORING flipping a coin with both drivers present.

1.4.2.4: To qualify for the starting grid, the car/driver combination must achieve a time not slower than 115% of the average time for the fastest three (3) qualifiers. This rule may be waived at the discretion of the CHIEF STEWARD where he believes a car/driver combination would be competitive. An individual series may impose a more strict qualifying standard.

1.4.2.5: Any dispute, or alleged inaccuracies, in qualifying, or race, results shall be addressed to the Series Chief of Timing and Scoring within 30 minutes of publication (see Article 1.11.2.4). If there is still a disagreement, the Series Chief of Timing and Scoring shall bring this matter to the attention of the CHIEF STEWARD. If the Series does not have a permanent CHIEF of TIMING and SCORING, the CHIEF STEWARD shall resolve the problem.

1.4.2.6: SCCA Pro Racing, with the approval of the CHIEF STEWARD, may alter the qualifying procedures, and/or schedule, at their discretion. Alternate qualifying procedures may be, but are not limited to;

- One car at a time: warm-up lap, timed lap(s).
- Dividing the cars into groups, each group using a portion of the scheduled qualifying period. A qualifying session so divided will be considered one qualifying session.
- The details of these, or other alternate, qualifying procedures will be outlined at a drivers' meeting, or by such other written notice as deemed appropriate by SCCA Pro Racing. No prior notice of this change is required.

  Note: If the qualifying session must be cancelled, the grid will be determined on driver points. If no points have been established for the season, the grid may be determined by practice times, or other procedure as determined and announced by SCCA Pro Racing. If qualifying is cancelled, no points will be awarded for qualifying.

1.4.2.7: ONE DRIVER/TWO CAR ENTRIES

In the case of one driver being entered in two cars, the following shall

apply: Back-up entries may be accepted at anytime at the discretion of the CHIEF STEWARD. All back-up entries must satisfactorily complete a safety inspection prior to entering the pits, or course.

- The driver will be allowed to practice, and qualify both cars, provided the back-up car is so designated by a supplementary marking, and provided the CHIEF STEWARD and Timing / Scoring are notified before the back-up car is used.
- A driver is not permitted to change cars during a timed qualifying session; he may only drive one car in any given timed qualifying session. If a back-up car is used during a timed qualifying session, it can only be used in a session in which the primary car has not been used.
- If a driver qualifies two cars, he must notify the CHIEF STEWARD within one-half hour after the close of the final qualifying session as to which car he will drive in the race.
- Upon notification, the CHIEF STEWARD will have the starting grid prepared reflecting the decisions of the driver(s) involved.
- If the car which the driver selected to race is unable to start, the driver will be allowed to start from the back of the grid with his back-up car.

1.4.2.8: ONE CAR/TWO DRIVER ENTRIES

- Each driver must have his name on his helmet as well as on the car in the place designated.
- SCCA Pro Racing timing and scoring and the Chief Steward shall be notified which competitor will be driving in a qualifying session at least one hour before the beginning of the session.
- Only drivers formally nominated to a car shall drive the car in a qualifying session. A driver shall drive only one car per class in qualifying. A car shall be driven by only one driver per qualifying session. In the case of two race events, only the driver registered for the race shall drive the car in the corresponding qualifying session.
- The CHIEF STEWARD must be notified within one-half hour after the close of the final qualifying session as to which driver will drive the car.
- Failure to carry out the above procedure will void all qualifying times for the car.
- Only one driver may drive the car in the race except in designated events.

1.4.3: STARTING POSITIONS

1.4.3.1: Car/driver combinations will be positioned on the starting grid in the order of their qualifying times, with the fastest combination at the front. Pole position will always be on the same side as the inside of the first turn. Alternative grid positions may be designated in Series Regulations. After final publication of the starting grid, the places of non-starters will be left empty, the other competitors retaining their published positions on the grid until the start of the race, unless the grid can be easily re-arranged on the pre-grid. The final decision will rest with the CHIEF STEWARD.

1.4.3.2: The CHIEF STEWARD may, in the event of an unfilled grid, add to the rear of the starting grid cars which were unable to qualify during the qualifying sessions.

1.4.3.3: The CHIEF STEWARD may increase the number of starters by starting them at the rear of the grid.

1.4.3.4: The CHIEF STEWARD may designate one, or more, alternate starters. These shall be the next fastest car/driver combinations after the last qualifier. Alternates are to be stationed at their pit ready to go. If the CHIEF STEWARD determines that a qualified starter will not start, he will permit the alternate(s) to join the field. Once an alternate has left the pit lane, the non-starting qualifier may not join the field and enter the race.

1.4.3.5: SCCA Pro Racing must approve any other method of determining starting positions.

1.4.3.6: Cars unable to start when the field is dispatched on the pace lap, or cars that fall out of position on the pace lap, shall relinquish their position, and must join the race at the rear of the field. There must be no passing on the pace lap(s). Such cars may be either held at pit out until the field has begun its first scored lap, or may be dispatched on the pace lap to assume a position at the rear of the field, at the discretion of the CHIEF STEWARD.

1.4.3.7: After the field has left the grid, the CHIEF STEWARD, at his discretion, may add an alternate entry to the field, or permit a gridded entry to push start, and join the field at the back of the pack, either during the pace lap or starting from the pit exit after the beginning of the first scored lap.

1.4.3.8: If cars are moved to the back of the grid, they will be gridded in the following order;

1) Cars without a qualifying time, but being permitted to start by CHIEF STEWARD, will be gridded in order of their fastest practice lap.
2) Then, cars moving to the back of the grid voluntarily (e.g. due to changing more than one tire, changing an engine) will be gridded in order of their fastest qualifying lap.
3) Then, cars being penalized after qualifying due to non-technical infractions will be gridded in order of their fastest qualifying lap.
4) Then, cars being penalized due to technical infractions will be gridded in order of their fastest qualifying lap.

1.4.4: GENERAL TECHNICAL PROCEDURES

1.4.4.1: SAFETY INSPECTION

At the beginning of each season the TECHNICAL MANAGER will conduct an annual inspection of each entered car. At the beginning of each event, the TECHNICAL MANAGER, or his assigned representative, will conduct a safety inspection of entered vehicles that are new to the Series and have not had an annual inspection. Before going on track for an official session, all cars shall complete the annual/safety inspection for their particular series, including having the driver's gear and cockpit fitment checked.

Upon verification of conformance, an annual tech sticker (or other indication) will be placed on the main roll bar hoop at driver's left. The annual tech sticker will be withheld from any vehicle that does not comply with the Required Safety Specifications. If the tech sticker is withheld, it is the team's responsibility to meet with the TECHNICAL MANAGER to determine what action is required to achieve compliance. The TECHNICAL MANAGER will maintain inspection records of each entered car.

During a vehicle's initial annual inspection, a chassis tag will be mounted to the passenger side B-pillar of the vehicle chassis to indicate the number of that vehicle's Technical Passport used to maintain the inspection records of each car. Teams shall not, under any circumstances, remove that chassis tag from the vehicle. If the vehicle chassis is being repainted the chassis tag shall be covered by tape to retain the readability of the tag. If the chassis needs to be replaced, a new tag will be issued to the new chassis during its initial inspection.

1.4.4.2: Issuance of the tech sticker is not an endorsement of the performance of the vehicle, nor an indication that the vehicle meets all of the required Technical Specifications. The tech sticker signifies that the vehicle has passed the initial Safety Inspection and will be permitted to go on course during scheduled practice, qualifying and race sessions.

1.4.4.3: Any car which after being passed by a technical inspector is dismantled, or modified, in any way which might affect its safety, or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented by the team for approval.

If there is damage to the chassis of the vehicle, the tech sticker shall be removed from the vehicle. A new tech sticker may be issued after the vehicle is repaired and re-inspected.

1.4.4.4: Tech Inspection and the official scales will be available as specified in the event schedule. The official scales, and any other measuring tools, will be available for team use when they are not being used for official impound.

1.4.4.5: After the conclusion of each qualifying session, and race, one, or more, cars in each class will be selected by the TECHNICAL MANAGER for verification of legality. The TECHNICAL MANAGER will determine what items are to be checked, and what procedure is to be utilized. Teams may not work on any car directed to impound until directed to do so by SCCA Pro Racing officials. It is incumbent on each individual team to determine whether their car is subject to inspection. The entrant shall stand the expense of disassembly, inspection, and reassembly. It is the duty of each team to satisfy the TECHNICAL MANAGER and the CHIEF STEWARD that his automobile complies with these regulations in their entirety at all times during an event. The TECHNICAL MANAGER may order the disassembly and inspection of any entered vehicle at any time during the official track days to ascertain its technical conformance.

1.4.4.6: The TECHNICAL MANAGER may require entrants to submit cars, parts, or equipment for analysis of performance capabilities in order to promote closer competition. Entrants shall take all necessary steps to enable such tests. The TECHNICAL MANAGER may also seal, or impound, cars, parts, and/or equipment for this purpose. SCCA Pro Racing is not responsible for any loss or damage resulting from such analysis, sealing or impounding.

1.4.4.7: The TECHNICAL MANAGER controls admittance to any area in which technical inspections are being conducted. During post-session inspections a maximum of three (3) crew persons, from the specific car being inspected, shall be allowed in the impound area. Once a car has crossed the scales and has been parked as instructed by the officials, the crew members shall wait outside of the impound area until invited in to perform work as required by the officials.

1.4.4.8: All measurements will be made while the car is stationary on a flat horizontal surface, or as provided in the PRR.

1.4.4.9: In the event that component parts are selected for further verification, which may entail a delay in determining compliance, the prize money to the car's entrant will be held back pending results.

1.4.4.10: If the TECHNICAL MANAGER determines that a car does not comply (prior to the race or qualifying) with the applicable technical specifications, the TECHNICAL MANAGER will determine what action must be taken.

1.4.4.11: The TECHNICAL MANAGER will advise both the team and the CHIEF STEWARD, in writing, that the car has been found to be non-compliant; including details of the determination, witness statements if requested by the CHIEF STEWARD, and description of physical evidence. Additionally, the TECHNICAL MANAGER will request an appropriate penalty for the infraction.

1.4.4.12: The CHIEF STEWARD will take appropriate action including but not limited to:

- Determine whether the car will be excluded from the event, or allowed to compete.
- Impose penalties as provided for in Article 1.10.2, if appropriate.

1.4.4.13: Non-compliant Parts

Non-compliant parts/components are subject to seizure by SCCA Pro Racing and may not be returned.

1.4.4.14: In questions of compliance or configuration, the burden of proof rests with the entrant.

1.4.4.15: The TECHNICAL MANAGER will make final determination of technical conformance, including interpretation of rules and specifications. The TECHNICAL MANAGER is the final authority in enforcing all technical regulations. The decisions of the TECHNICAL MANAGER are final and may not be protested or appealed.

1.4.5: RACE LENGTH

1.4.5.1: The race length shall be scheduled in distance, or time, as indicated in the individual event schedule. If, at the completion of the originally scheduled pace lap(s), the starting field is not given the green flag, the time clock will start, and all additional laps, prior to the display of the green flag, will count toward the announced race time, or distance.

1.4.5.2: In cases of scheduled distance race lengths, the CHIEF STEWARD may designate a maximum length of time in which the race must be completed (e.g. 20 laps/60 miles, or 45 minutes, whichever comes first). Regardless of the race format, finishers will be determined by the total number of laps completed.

1.4.5.3: Timing & Scoring shall keep official race laps, distance and time. If the conclusion of a timed competition falls too close to reasonably call, the field shall complete another lap. Under extraordinary circumstances, the CHIEF STEWARD or COMPETITION DIRECTOR may direct that the clock be stopped while competition issues are resolved. The competition may be resumed and the clock restarted or, if the issues cannot be resolved in a timely manner, declared complete. If the competition is restarted the time remaining shall be announced.

1.4.6: DRIVER AND MANUFACTURER CHAMPIONSHIP POINTS

1.4.6.1: SCCA Pro Racing shall award Driver and Manufacturer points, and maintain the point standings. SCCA Pro Racing reserves final authority to settle any questions, or disputes, regarding point awards.

1.4.6.2: Points shall be awarded to drivers based upon their finishing position in each event. If more than one driver drives a given vehicle in any one race (except designated events) neither driver shall receive championship points for the race.

1.4.6.3: Points shall be awarded only to the manufacturer's highest finishing car, unless otherwise stated in Series' Regulations. These points are not owned by the manufacturer, but are earned by entrants and drivers. In the case of penalties that include such points, the manufacturer is not an involved, or penalized party, with standing to appeal penalties.

1.4.6.4: Ties in the final driver, or manufacturer, point standings, will be resolved according to the driver's, or manufacturer's, record of first-place finishes then, if necessary, second, and so on.

ARTICLE 1.5: PARTICIPANTS AND MINOR PARTICIPANTS

1.5.1: SCCA MEMBERSHIP AND PARTICIPANT LICENSE

All drivers and crew members, working in the pits, or other designated high-risk area, must be 18-years of age, or older, be a current SCCA member, and hold a current SCCA Pro Racing Participant I.D. License. Participants 16-18 years old may be admitted upon issuance of a SCCA Pro Racing Minor Participant I.D. License. Minor Participant IDs must be issued from the SCCA Pro Racing office, and will not be issued at event registration. The SCCA Pro Racing Participant ID will remain the property of SCCA Pro Racing. Privileges may be revoked at any time for non-compliance with the PRR.

1.5.1.1: 15-year-old drivers may be licensed on a case-by-case basis. 15-year-old drivers wishing to participate in an SCCA Pro Racing Series shall submit a complete racing resume and an acceptable letter of recommendation from a major sanctioning body, racing series, driving school or other acceptable party. The driver shall send a completed SCCA Minor Waiver and recommendation along with the application to the SCCA Pro Steward of the series he wishes to compete. SCCA Pro Racing will determine the suitability of the driver for racing in the series applied for. If approved the driver will compete on a Provisional

License for a minimum of two races prior to being considered for a Pro Racing License. All paperwork must be completed a minimum of 7 days in advance of an event. Licenses for 15-year-old drivers will not be issued at the track unless the individual series requirements differ. Issuance of an SCCA Provisional or Pro Racing license to a 15-year-old driver does not supersede state and local rules or regulations governing minor participants.

1.5.2: All persons must sign the SCCA Pro Racing Release and Waiver Agreement (waiver) prior to receipt of credentials (passes).

1.5.3: ALCOHOL, NARCOTICS, DRUGS

1.5.3.1: The use of any narcotic, performance-enhancement drugs, and/or recreational drugs, as defined by federal and/or state law, by any participant, is expressly prohibited, even if prescribed by a licensed physician.

1.5.3.2: Consumption of alcoholic beverages shall not commence until all official functions of a specific series has been completed, this includes post-session technical inspections.

1.5.3.3: SCCA Pro Racing reserves the right, at any time, to require any participant to successfully complete, at participant's expense, such tests as may be designated by SCCA Pro Racing, including, but not limited to, breath, blood, or urine. Refusal to submit to, and/or failure by participant of, such testing shall result in penalties.

1.5.4: MEDICAL RESPONSIBILITY OF DRIVERS

No driver shall compete in any SCCA Pro Racing event unless he has been examined by a licensed physician as required with issuance of a competition license and is certified by him to be medically fit to drive in automobile speed events.

1.5.4.1: Medical Condition Affecting Fitness of Driver Any known medical condition that could affect medical fitness to compete must be reported immediately to the SCCA Licensing Department for review by the Medical Review Board. Conditions which must be reported include any significant change in medical status involving pregnancy; cardiac or neurological problems, such as heart attack, heart surgery, strokes, or seizures; any major surgery; or diagnosis of cancer. Medical Review Board approval is required before an individual with a known medical condition may compete. (Change medical to reflect new GCR rules.)

1.5.5: ASSUMED NAMES

No driver, entrant, or crew shall enter and/or sign the entry form, or waiver and release, with an assumed, fictitious, or "nom-de-race" name.

1.5.6: PRESENTATION OF LICENSE

A driver, or entrant, where Entrant Licenses are required, shall show his license to an SCCA Pro Racing official on demand.

1.5.7: PERSONAL CONDUCT

1.5.7.1: Every person associated with an SCCA Pro Racing-sanctioned event shall conduct himself according to the highest standards of behavior and sportsmanship, particularly in his relationship with other competitors and officials, and in a manner that shall not be detrimental to the reputation of SCCA Pro Racing, or to the automobile sport.

1.5.7.2: Drivers/Entrants shall at all times be responsible for the conduct of their crews at any event. An offense committed by a crew member may be directly chargeable to the driver.

1.5.7.3: Team members are not allowed in controlled areas of the circuit unless specifically authorized by SCCA Pro Racing staff. Controlled areas include, but are not limited to, the track surface and surrounding areas, race control, timing and scoring and technical inspection areas.

1.5.8: GRADES OF LICENSE

1.5.8.1: To be eligible to compete in an SCCA Pro Racing Series, a driver must possess either a valid SCCA Pro Racing driver's license, or an FIA driver's license, and be an SCCA member.

1.5.8.2: Drivers issued an FIA License by a Foreign ASN must possess a letter of authority from their ASN giving permission to race in the U.S.

They must also posses an International Medical Card (available from their ASN)

1.5.9: SCCA PRO RACING DRIVER LICENSE REQUIREMENTS

The SCCA Pro Racing Driver License holder is eligible to participate in SCCA Pro Racing races not requiring an FIA International license.

1.5.9.1: Requirements for Pro Racing Driver License and Renewal:

- SCCA Pro Racing Driver License application completed in full.
- Current membership in SCCA.
- One (1) passport photo.
- Driver must have competed in an SCCA Pro Series, or at least three SCCA Club Racing National events, or equivalent, in the past 12 months prior to application, or have a letter of recommendation from another SCCA Pro Racing recognized sanctioning body and a resume of experience.
- SCCA Pro Racing licenses are valid for the calendar year, January to December.

A physical examination is required of each competitor applying for a Pro license, in the following manner:

- Every five (5) years for those 15-39 years of age
- Every three (3) years for those 40-49 years of age
- Every two (2) years for those 50-69 years of age
- Every year for those 70 years of age and older

Note: A physical examination is required annually of each competitor applying for an FIA driver license.

1.5.9.2: Requirements for FIA Driver License and Renewal:

- SCCA Pro Racing physical examination form completed in full and dated after October 1 of the previous year.
- FIA Driver License application completed in full.
- Current SCCA Membership.
- Three (3) passport photos.
- Driver must hold, at the time of applying for an FIA Driver License, an SCCA National Competition license, or SCCA Pro Racing Driver license, and must have successfully completed five (5) National events, or the equivalent, in the 12 months prior to application.

1.5.9.3: Provisional License

SCCA Pro Racing may, at its sole discretion, issue a provisional license to drivers that do not meet the printed criteria within these rules. The suitability of a driver to be issued a provisional license is determined on a case-by-case basis.

1.5.9.4: Reservation of Rights

SCCA Pro Racing reserves the right to deny the issuance of any license, or to revoke any license previously issued, for any reason, or no reason, except that it will not deny, or revoke, a license solely on the basis of race, creed, color, sex, or national origin. SCCA Pro Racing reserves the right to accept, at its discretion, completed physical exam forms from other recognized entities.

1.5.10: MANDATORY ATTENDANCE AT PRE-RACE MEETINGS

Prior to every SCCA Pro Racing race, the CHIEF STEWARD will conduct a meeting with the drivers and crew chiefs/team managers. This may be a single meeting, or separate meetings. All will be briefed on the rules governing the competition and specifically, any new rules, or regulations, pertaining to the competition. Crew chief and drivers attendance is mandatory for their respective meetings. Failure of any driver, or crew chief, to attend these meetings shall result in a minimum fine of one hundred fifty dollars ($150.00 U.S.). In addition, failure to attend these meetings shall negate any protest, or action, by the entrant, or driver, regarding any penalties that may be assessed during the competition for an infrac-

tion of a rule that was the subject of discussion during the meeting that was missed. Additionally, drivers may be required to attend autograph sessions and/or interviews if notified. Crew chiefs, team managers, and entrants may also be required to attend interview sessions if notified.

Exceptions may be made if a team notifies the CHIEF STEWARD in advance.

ARTICLE 1.6: RULES OF THE GRID, PADDOCK, PITS AND ROAD

1.6.1: All personnel in the pit area must be adequately attired (closed-toe shoes, long pants, and sleeved shirts) at all times during practice, qualifying, and the race. Crew members working in the pit lane, or in the designated signaling area, must be uniformly attired (matching pants and matching shirts) at all times.

1.6.2: All personnel in the pit lane must have their SCCA Pro Racing Participant Photo I.D. available at all times.

1.6.3: Smoking is not allowed at any time in the pits. Pets are prohibited in the pits at all times.

1.6.4: The TECHNICAL MANAGER is the final authority in enforcing pit lane procedures. Penalties for infraction of the pit lane rules shall be at the discretion of the CHIEF STEWARD as provided for in the PRR.

1.6.5: When pre-grid officially closes, all work must be completed so that each car is ready to roll off of pre-grid at any time. From the time that pre-grid closes, until the 3-minute signal, clearing the starting grid, is given, the only work that may be performed are those tasks pertaining to getting the driver belted in and situated, checking connections (hoses, wiring, etc.), taping air duct openings, and adjusting the suspension settings that can be adjusted while the car is on the ground. A jumper battery may also be plugged in until the 3-minute signal is given. Any additional work must be performed in pit lane, and that car will be required to start the race from pit lane without participating in the presentation and/or formation laps.

1.6.6: In all SCCA Pro Racing competitions, engines shall be started with an on-board starter, and an on-board, or supplementary, power supply. A driver unable to start the automobile on the false grid may push start, provided the automobile is back in position prior to the one-minute signal. Push starts on the false grid shall be under the supervision of the Grid Marshal to guarantee that they are done in a suitable manner. Push starts prior to the start and during the race are permitted if they do not create a hazard to either the car being pushed, or to the personnel pushing the car.

NOTE: This does not change the requirement that all cars must be equipped with an on-board starter and battery which must be in working order at all times.

1.6.7: The on-board starter must not be used as a means of propulsion, either on the course or in the pits, except to remove the car from a hazardous situation.

1.6.8: The driver shall not push his car, except for safety reasons. Drivers shall obtain no assistance during the race other than from their pit crews, and only in their designated pit space. See also Article 1.6.14.8. This does not preclude assistance by race officials for safety reasons. Only the driver may repair the car on course. The driver may obtain parts and equipment from crew members that meet him track side as permitted by SCCA Pro Racing, but must not receive any physical assistance.

1.6.9: The CHIEF STEWARD may order any car removed from the course if, in his judgment, it constitutes a hazard to other competitors because of insufficient speed, fluid spillage, or any other reason.

1.6.10: All major body components should be maintained in normal positions throughout the competition. In the event that loss of bodywork is a safety hazard, the car may be black-flagged.

1.6.11: PIT ASSIGNMENT
Pit spaces will be assigned by the series officials and must be used during

all official sessions.

1.6.12: PIT LANE SAFETY REGULATIONS

1.6.12.1: It is not permitted to drive a car in reverse, or against traffic, under its own power in pit lane, unless under the direct supervision of a race official, or pit marshal. A driver who overshoots his assigned pit must either complete another lap, or his crew may push him to his pit in reverse direction.

1.6.12.2: It is the driver's responsibility to maintain a SAFE and REASONABLE speed, at all times while operating the vehicle in the pit lane. A maximum pit lane speed limit of 45 miles per hour will be imposed at all races, unless otherwise stated in the Supplementary Regulations, or by the CHIEF STEWARD.

1.6.12.3: The entrant shall provide a fire extinguisher in his pit at all times. It must be in sufficient working order and minimum ten (10) lbs. ABC-type extinguisher. This extinguisher is in addition to that which must be carried in the car, and in addition to that supplied by the organizer.

1.6.12.4: Pit carts, trolleys, 3-wheelers, tugs, etc. must be clearly marked with race car number and Series for easy identification. Under normal circumstances, these types of vehicles shall not be driven onto the actual pit lane, but must stay behind the pit wall.

1.6.12.5: Pit Emergencies
In the event of an emergency in the pit area, teams will be notified over the radio that the pits are closed. At that time, no race car shall enter the pits. Cars in the pits during a pit emergency must obey the instructions of the officials.

1.6.12.6: A maximum of one (1) uniformed crew person per car, plus the team manager(s), will be permitted track side (in a designated location) for the purpose of signaling during practice, qualifying, and the race. The track side person for each car should not be involved with the pit stops, when possible, to limit the amount of foot traffic across pit lane. The team manager(s) will be permitted to freely cross pit lane. Crew members shall not go to the signaling area until after the race has been started. Spectating in the signaling area is prohibited.

1.6.12.7: No crew members shall stand on the pit lane wall, or on pit equipment that is not specifically designed to have people standing on it (e.g. scoring stands). Anybody sitting on the pit lane wall shall keep their legs behind the pit lane wall.

1.6.12.8: Tire warming, weaving the car back and forth, or any other behavior which may endanger individuals in pit lane is prohibited.

1.6.13: TEMPORARY PIT SHELTERS

Pit structures, timing stands, etc., must not be constructed, or placed, in such a manner that they create a fire or safety hazard.

1.6.14: PIT STOP REGULATIONS

1.6.14.1: Before the car stops at its pit, only the person supervising the pit stop may be over the wall to signal the driver in. All other personnel and equipment must remain behind the wall until the car stops in its pit.

1.6.14.2: After the car has stopped at its pit at any time during practice, qualifying, or race, only (6) people may be over the wall in the working pit area.

1.6.14.3: The pit stop supervisor is responsible for the completion of a safe pit stop, and shall make sure that all personnel and equipment is clear of the car before it is lowered and/or released. Only after the pit stop supervisor has verified that all work has been completed, the equipment has been secured, and all personnel are clear of the vehicle, may he signal the driver out. A team and/or driver may be penalized if its car contacts any equipment, other cars, or personnel while in pit lane. Teams may also be subject to penalties if a crew member is avoidably injured in pit lane.

1.6.14.4: Cars may not be removed to the paddock area from the

course, or the pits, during a qualifying session, or race, without the specific permission of the CHIEF STEWARD, or the TECHNICAL MANAGER. If permission is granted and the car is removed from the course/pits, the car shall be ineligible to return to the qualifying session, or race, in progress, except as noted in Article 1.6.14.8.

1.6.14.5: No tool or equipment which may generate sparks, or a high temperature, will be allowed in the pits.

1.6.14.6: Safety jack stands must be used when the vehicle is raised, and any part of anyone's body is under the vehicle except as necessary for tire changes. Brightly colored safety sleeves shall be used when using air jacks.

1.6.14.7: All air bottles/gas cylinders must have a protective structure around their gauges and valves at all times when the manufacturer's metallic screw-on valve cover is not in place. The proper components/accessories must be used with air bottles/gas cylinders at all times. No home-built, or modified, items may be used.

1.6.14.8: Major Repairs
Repairs that cannot be performed safely in the pit area may be performed in the paddock area at the request of the team representative, or race official. A technical inspector, or official observer, may accompany the car from the time it leaves the pits until it either returns to the competition, or is officially retired. If the observer notes any mechanical, or procedural, irregularities while the car is under his scrutiny, he will report these immediately to the TECHNICAL MANAGER.

1.6.14.9: The addition of lubricants and coolant is permitted provided the TECHNICAL MANAGER is notified prior to the addition, and is satisfied that no additional leakage will occur when the vehicle re-enters the track.

1.6.14.10: Refueling is not permitted on the grid or in the pit lane area at any time. Refueling of vehicles shall only be done at a team's paddock space, or at the fuel truck/pumps.

1.6.14.11: Each entrant must make his own arrangements for handling gasoline, water, and oil spillage in his pit. Spillage and/or careless handling of fuel, water, or oil may result in a fine or other penalty being assessed. It is the responsibility of the crew to clean up any fuel, water, or oil spills onto the pit space, or pit lane, as soon as possible. Fuel containers are not allowed in the pit or grid area.

1.6.15: FLAGS
The following flags shall be the official method to communicate with competitors during all practice, qualifying and race sessions. At night, or as otherwise required, flags may be replaced by lights and/or reflective panels. These shall have the same meaning as the flags.

Flags are divided into two groups: advisory and mandatory compliance;

- Advisory flags are the green, black & white divided diagonally, blue w/ yellow diagonal (or solid blue), yellow w/ red stripes, white, white at start/finish, and white w/ red diagonal at start/finish.
- Mandatory compliance flags are the black, black w/ orange disc in center, yellow, waved yellow, double yellow, red, and black & white checkered.

1.6.15.1: GREEN
The course is clear and the session is under way. When displayed by the starter, signals the beginning or resumption of a session. Alternatively, the starter may display the national flag of the host country. Also shown following a yellow caution area to indicate passing may resume when beyond the green flag.

1.6.15.2: BLACK & WHITE DIVIDED DIAGONALLY
Competitor warning displayed with number board. Shown at start/finish. Use proper driving conduct.

1.6.15.3: BLACK
Summons competitor to officials in pit lane for consultation and/or penalty. Shown with number board from start/finish and designated

station(s) on the circuit. Competitor to comply on the next approach to pit entry.

1.6.15.4: BLACK WITH ORANGE DISC IN CENTER
Informs competitor of a mechanical problem that may endanger the driver, or other competitors. Shown with number board from start/finish and designated station(s) on the circuit. Report immediately to assigned pit at reduced speed. The car may not rejoin the session until released by the TECHNICAL MANAGER.

1.6.15.5: YELLOW
Use caution, there has been an incident in the area covered by the flag. Reduce speed, be prepared to change direction, proceed past incident in single file. Passing is not permitted between the yellow flag and the green flag displayed following the incident.

1.6.15.6: YELLOW, WAVED
Use great caution, there has been an incident in the area covered by the flag. The track may be partly or wholly blocked. Reduce speed, be prepared to change direction or stop, proceed past incident in single file. Passing is not permitted between the yellow flag and the green flag displayed following the incident.

NOTE: Competitors may encounter several yellow flags prior to reaching the incident. Passing is not permitted between the first yellow flag and the green flag following the incident.

1.6.15.7: YELLOW, DOUBLE
Full course caution, slow down, use caution, no passing anywhere on the circuit. Displayed at all stations. May be used with, or without, a safety car. Gather single file behind the leader or safety car, prepare for restart. The course shall remain under the full-course yellow until a green flag is displayed at start/finish and at the other flag stations around the course.

1.6.15.8: RED
The session has been stopped. Use caution and proceed immediately to pit lane. Overtaking is not permitted. Be prepared to stop on the circuit only if so directed. During practice and qualifying work may only be performed on a car during a red flag if it is in its assigned pit box. During a race, no work may be performed on any cars until the session is resumed, except as directed by the CHIEF STEWARD.

1.6.15.9: SOLID BLUE OR BLUE WITH YELLOW DIAGONAL
Warns competitors that faster cars are approaching or a following car may be in their blind spot. Use caution and sportsmanship, allow racing room per Article 1.6.16.5, and do not make abrupt changes in direction.

1.6.15.10: YELLOW WITH RED STRIPES
Caution, the racing surface may be affected by fluids or debris.

1.6.15.11: WHITE
Caution, you are approaching a slow moving vehicle.

1.6.15.12: WHITE WAVED AT START/FINISH
Indicates the last lap of a competition.

1.6.15.13: WHITE WITH RED DIAGONAL AT START/FINISH
Emergency vehicles are on course.

1.6.15.14: BLACK & WHITE CHECKERED
Signals the completion of practice, qualifying or race. All cars shall exit the course once they have passed start/finish and received the checkered flag.

1.6.16: DRIVING CONDUCT
1.6.16.1: For the conduct of all competitions (practice, qualifying and race) the racing surface shall be defined as the marked, paved race track and its curbing only. Pit lanes, their entries and exits, runoffs, additional paving, grass verges, etc. are expressly excluded from the racing surface. A competitor may not improve his position, or place, by entering or traversing through the pits, regardless of whether, or not, he stops in the pits.

1.6.16.2: All competitions (practice, qualifying and race) are to be conducted only on the marked race track and its curbing (see above). Failure to follow the prescribed course will result in penalties. During practice and qualifying, a time will not be given for any lap which a driver shortcuts the course. During the race any advantage/position gained during short cutting of the race course, that improves a driver's position, will result in a black flag penalty, or other penalty deemed by the CHIEF STEWARD.

1.6.16.3: It is the responsibility of all drivers to avoid physical contact between cars.

1.6.16.4: All competitors have a right to "racing room" on the marked racing surface. "Racing room" is defined as sufficient space to allow a competitor to maintain control of his car in close quarters under racing conditions.

1.6.16.5: Overtaking, according to the circumstances, may be carried out on either the right or the left. However, maneuvers liable to hinder other drivers, such more than one change of direction to defend a position, deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are strictly prohibited. Any driver who appears guilty of any of the above offences will be reported to the Chief Steward. *FIA Appendix L (05 October 2011)*

1.6.16.6: SAFE PASS
The responsibility for the decision to pass another car rests with the overtaking driver. However, this will not relieve the overtaken driver from the responsibility for the safe passing of the other car. The overtaken driver shall not block. Any driver who fails to make use of his rear view mirror, or who appears to be blocking another car seeking to pass, may be black flagged.

1.6.17: COUNTER RACE DIRECTION
During an event, it is expressly forbidden to drive, or tow, a car at any time, or under any conditions, in a direction opposite to that in which the event is being run without the specific approval of the CHIEF STEWARD. Infraction of this rule may mean immediate disqualification.

1.6.18: DISABLED CARS
If, for any reason, a driver is forced to stop his car on the course during an event, it should be his first duty to place his car in such a manner as to cause no danger, or obstruction, to other competitors. When practical, the CHIEF STEWARD may allow a disabled car to be brought back to the pits.

1.6.19: RAIN RACING PROCEDURE

1.6.19.1: If a race is started in the dry, and it starts to rain on all, or part, of the course, the CHIEF STEWARD is empowered to elect to dispatch the safety car for a period of time to allow teams the opportunity to change to rain tires or use the following procedure;

- If the race has covered half distance or more, it may be stopped with the CHECKERED FLAG at anytime.
- If the race has not reached half distance, the RED FLAG will be used to bring all cars into the pits, and a time, announced by the CHIEF STEWARD, will be allowed for installing rain tires and chassis adjustment if allowed.
- At that time, cars will be put back on the course in the positions that they had the lap before the red flag was displayed.

Note: Due to time constraints, the procedure described above may not apply during time certain events.

1.6.19.2: The CHIEF STEWARD will not designate any session as a "rain session", unless specified differently within individual series rules.

1.6.19.3: The installation of rain tires is at all times the choice of the driver and/or crew chief, unless specified differently within individual series rules.

1.6.20: HAND SIGNALS

1.6.20.1: Before entering the pits from the course, the driver should

signal by raising his arm to point which side of the car vehicles remaining on course should pass on.

1.6.20.2: An overtaken driver should point to the side on which an overtaking driver should pass him.

1.6.20.3: The driver of a stalled car should raise both arms to indicate that he will not move until the course is clear.

1.6.21: SAFETY CAR

1.6.21.1: The CHIEF STEWARD may order the dispatch of a Safety Car if he deems it necessary for safety reasons.

1.6.21.2: All flag stations will go to standing double yellow flags except for waving yellow flags at the scene of the incident.

1.6.21.3: The Safety Car shall be equipped with flashing lights. It will enter the circuit immediately preceding the leading car; should it fail to do so, cars following it will be waved by the Safety Car one at a time until the car leading the race in first overall place is immediately behind the Safety Car. The leading car, and those behind it, shall not pass the Safety Car except when the official in the Safety Car waves them by. All cars should attempt to gather up behind the Safety Car. The Safety Car speed may be adjusted as needed to resolve competition issues.

1.6.21.5: The Safety Car will remain on the circuit as long as deemed necessary by the CHIEF STEWARD and will remain under his control at all times. If possible, on the lap preceding the restart, the Safety Car will extinguish its flashing lights, to advise the drivers of its imminent withdrawal from the circuit. It will then exit the course preceding the display of the green flag at the start/finish line. Restarts are single file, cars out of line, or passing, before the green flag has been displayed may be penalized.

1.6.21.6: Once the Safety Car pulls off the track, the lead car will maintain a steady pace until the green flag is displayed at the start/finish line. Accelerating, or decelerating, abruptly by the lead car is prohibited and all other cars shall maintain their relative positions.

1.6.22: GENERAL PADDOCK REGULATIONS

1.6.22.1: Generators/Air Compressors

All fuel-powered generators and air compressors must be equipped with spark arrestors. They must be located as far away from fuel containers as possible. All teams with rigidly mounted generators/air compressors must have an exhaust pipe extension (e.g. snorkel) to direct exhaust gases from generators/air compressors away from the paddock areas of other teams. Teams with portable generators/air compressors shall place them in such a way as to direct exhaust gases away from the paddock areas of other teams.

1.6.22.2: Grills

Teams with cooking/barbecue grills shall place them in such a way as to direct any smoke away from the paddock areas of other teams. Care should be taken to separate grills from flammable substances, fumes and materials.

1.6.22.3: Travel through Paddock

When traveling through the paddock, all people must pay attention to what is going on around them. Race cars have the right-of-way. The paddock speed limit for officials and competitors is 10 mph. This is a maximum, but conditions may require a slower speed limit. Penalties may be handed out to, or vehicles may be confiscated for the remainder of the event, from those observed operating a vehicle unsafely in the paddock. Children under the age of ten may not travel through the paddock unaccompanied by an adult. Pets shall be on a leash and accompanied at all times.

ARTICLE 1.7: VEHICLE RELATED ITEMS

1.7.1: VEHICLE REGISTRATION

All cars must be registered by submitting a Vehicle Registration Form and a service fee to SCCA Pro Racing. This service fee puts the entrant on the mailing list to receive all mailings, results, technical bulletins, and other

information for the Series. Additionally, it entitles him to receive Series decals and patches for the year and registers the car number for the year. Acceptable numbers include 1 through 99, 0 and 00, and in specified series, 01 through 09. Three digit numbers are not acceptable. No number will precede 1 in official entry lists or programs. Questions regarding registration can be directed to the Pro Racing Office.

1.7.2: SERIES IDENTIFICATION
Decals, emblems, and patches of competing Series and events must be removed. Advertising and symbols displayed on the car and driver's suits must be in good taste, and should not interfere with identification numbers, or required markings. SCCA Pro Racing reserves the right to disallow decals, patches and/or emblems from companies which may compete in the marketplace with series sponsors.

ARTICLE 1.8: EVENT CONDUCT TERMS

The following definitions and techniques shall be observed at all SCCA Pro Racing sanctioned events.

1.8.1: STARTER
To be considered a starter, a car must receive the green flag at the start, or be on the starting grid when the start lights signal the start of the race. Cars entering the race after the initial start shall also be considered starters. Also, to be considered a starter, a car must enter the race before the checkered flag is displayed.

1.8.2: TIMING AND SCORING

1.8.2.1: For rolling starts, the timing and scoring shall commence when the leading automobile crosses the starting line.

1.8.2.2: For a standing start, the timing and scoring shall commence at the start, or if automatic timing apparatus is used, at the moment it is operated.

1.8.2.3: Transponders shall be used as the official timing system of SCCA Pro Racing.

1.8.3: CROSSING OF A CONTROL LINE
An automobile crosses a control line when any portion of the automobile first intersects the vertical plane of the control line, as observed by the Officials assigned to record the passage, who may be aided by suitable automatic, or semi-automatic equipment.

1.8.4: FINISHERS
The race will end officially when the overall leader crosses the finish line for the first time after the expiration of the time/distance specified for the competition. Finishing positions will be determined according to the number of laps completed regardless of whether the car is running at the finish. Cars completing the same number of laps will be ranked according to the time taken to complete those laps. To be classified as a "finisher," a car must complete at least 50% of the laps completed by the race winner. If the number of laps completed by the race winner is an odd number, the number needed to count as 50% will be rounded down to the next whole lap.

1.8.4.1: TIMED RACES or TIME-LIMITED DISTANCE RACES
As directed by the CHIEF STEWARD, Timing and Scoring will keep the official time and distance, and will announce whether the race will be a time, or distance, competition along with the laps remaining. This decision is final and is not subject to protest or appeal.

1.8.4.2: DEAD HEATS
In case of a dead heat, the competitors concerned shall share the prizes allotted to the tied position, and the following positions, so that the number of tied cars is equal to the number of prize positions shared.

1.8.4.3: MINIMUM DURATION
If a race is stopped during the competition, it shall be the sole decision of the CHIEF STEWARD to restart the race, or to declare the race complete.

1.8.4.4: WINNER
The winner shall be the competitor who covers the prescribed (actual

length of the race in cases where the race is stopped short of the scheduled completion) distance of the competition in the least time, or the greatest distance within the prescribed time of the competition, unless the race is shortened, in which case the leader at that point, is the winner.

1.8.4.4.1: The checkered flag shall normally be displayed first to the winner as he completes the prescribed distance of the course, and then to the other finishers as they cross the finish line.

1.8.4.4.2: In timed duration races, in the event that the winning car is not running at the expiration of the time specified for completion, the checkered flag will be displayed to the highest-placing car still running (i.e., the winner is not required to take the checkered flag).

1.8.5: MEDIA RIDE GUIDELINES

See Appendix P

ARTICLE 1.9: OFFICIALS

Every SCCA Pro Racing Event may be staffed with those Pro Racing Staff and Chiefs of Specialties assigned by, or their substitutes approved by, SCCA Pro Racing.

1.9.1: The staff of Chief Officials, whose duty it shall be to direct the control of the event may include:

- Chief Steward
- Series Manager
- Technical Manager(s)
- Registrar
- Chief of Timing & Scoring
- SCCA Pro Racing Press Officer
- Series Starter
- Competition Director
- Judges

1.9.2: They shall be termed "officials" and may have assistants, also termed "officials," to whom any of their duties may be delegated. They shall be at their posts from before the on-track scheduled sessions until after all events and resulting official actions are complete, except as they are excused by the CHIEF STEWARD. No Official shall have a direct conflict of interest arising from direct involvement or connection with the organizers, or sponsors of an event, which in the sole discretion of the SCCA Pro Racing President, may affect his ability to impartially perform his duties, or with any entrant or driver taking part. In addition he shall not compete in any competition during an event at which he is officiating.

1.9.3: Every Official shall endeavor to conduct himself according to the highest standards of behavior. Failure to do so may result in loss of Official appointment for the event, or penalty, as determined by SCCA Pro Racing.

1.9.4: Officials whose actions are deemed by SCCA Pro Racing to be against the best interests of SCCA Pro Racing shall not be permitted to participate in SCCA Pro Racing events.

1.9.5: CHIEF STEWARD

The CHIEF STEWARD shall be the executive responsible for the general conduct of all aspects of competitions at an event for which he has been assigned. He shall ensure that all provisions of the PRR (and, where sanctioned, the FIA Code) are conformed to. He may use all informational resources available to him to ensure that the PRR is being adhered to. These resources include, but are not limited to; data collected from the vehicles, video, photography, verbal and/or written reports from officials, corner workers, etc. The CHIEF STEWARD may appoint assistants and designees as needed.

1.9.6: TECHNICAL MANAGER
The installation of all parts, systems, and equipment is subject to the approval of TECHNICAL MANAGER. See Article 1.4.4 for additional TECHNICAL MANAGER information.

1.9.6.1: The SCCA Pro Racing TECHNICAL MANAGER (including any of his designees) is the authority in enforcing technical regulations, and pit lane operations. Their decisions are non-protestable and they have the authority to amend and/or add to the rules, and to make adjustments to car specifications on the spot, if deemed necessary. All teams at the track will be notified of any changes made at the track by written bulletin when possible.

1.9.6.2: The TECHNICAL MANAGER may order the inspection and disassembly of any entered automobile at any time or location of his choosing to ascertain its conformance with the PRR.

1.9.6.3: The TECHNICAL MANAGER shall advise both the team and the CHIEF STEWARD, in writing, that the car has been found to be non-compliant; including details of the determination, witness statements if applicable, description of physical evidence, and what action must be taken to correct, or negate, the non-compliant item so that the car may compete. Additionally, the TECHNICAL MANAGER will request an appropriate penalty for the infraction. It is the CHIEF STEWARD's duty to take action as provided for in these regulations.

1.9.6.4: The TECHNICAL MANAGER shall ensure that all Driver Safety Equipment is in conformance with the PRR.

1.9.6.5: The TECHNICAL MANAGER has the "right of refusal". If a team interprets a rule in such a way as to prepare a car beyond the intent of the rule, the TECHNICAL MANAGER may disallow the preparation and issue an immediate clarification.

1.9.6.6: The TECHNICAL MANAGER will use all informational resources available to him to ensure that vehicles are in compliance with the PRR and VTS sheet. These resources include, but are not limited to; data collected from the vehicles, video, photography, verbal and/or written reports from officials, corner workers, etc.

1.9.7: REGISTRAR
The REGISTRAR shall be responsible for certifying and processing all late entries, credentialing all drivers, crew members, officials, and corporate members.

1.9.8: CHIEF OF TIMING & SCORING

1.9.8.1: Furnish and distribute results of all qualifying sessions and races, as well as any special requests (e.g. timed practice sessions).

1.9.8.2: Maintain a record of entries, listing drivers' full names, names of sponsors, types and identifying numbers of competing vehicles.

1.9.8.3: Maintain records of official times, lap and qualifying records, lap charts, and race results for all events.

1.9.8.4: Compile and distribute official results (after notification that all protests are completed and that impound is clear) for all qualification periods and races, in SCCA Pro Racing format.

1.9.8.4.1: No grids or results will be considered official unless signed by the Chief of Timing and Scoring.

1.9.8.4.2: The CHIEF OF TIMING & SCORING shall give a copy of all scoring information to the TECHNICAL MANAGER to aid with competition analysis.

1.9.8.5: Maintain direct and uninterrupted communication with the CHIEF STEWARD and the STARTER whenever cars are on course.

1.9.9: PRESS OFFICER

1.9.9.1: The SCCA Pro Racing PRESS OFFICER shall be responsible for coordinating, with appropriate activities, all pre-race, race, and post-race press, media, and track publicity activities at SCCA Pro Racing events.

1.9.9.2: He shall advise officials on press information, and act as liaison

with the track and promoter press director.

1.9.9.3: He shall issue all press notices, and schedule all press conferences, regarding any aspect of SCCA Pro Racing activities regarding the event.

1.9.10: STARTER
The STARTER shall operate directly under the supervision of the CHIEF STEWARD and must be in direct communications with the CHIEF STEWARD at all times. All competing drivers shall be under the orders of the Starter from the time the automobiles are placed in their starting positions ready to start until the competition is completed and all competing automobiles have left the course.

1.9.11: JUDGES
The CHIEF STEWARD may appoint start judges, or other judges of fact, as required by the series or event. Decisions of judges may not be protested.

1.9.12: SERIES MANAGER
1.9.12.1: Shall Serve as the liaison between the scheduled race tracks, competitors, SCCA Pro Racing, and series vendors.

1.9.12.2: Shall coordinate and oversee the operations of all SCCA Pro Racing Staff and volunteers on race weekends.

1.9.12.3: Shall develop and disseminate, via e-mail and website posting, event schedules, supplemental regulations, and any other pertinent information concerning race weekend activities.

1.9:13: DIRECTOR OF COMPETITION
1.9:13:1: Directs the overall competition program, including: fitness of cars for competition, equalization, technical aspects, and consults with the Chief Steward on race operations, safety issues and appropriate rules administration, including appropriate penalty levels. Series Competition Directors may be appointed and may perform all or some of these duties as appropriate or directed by the series.

ARTICLE 1.10: DISCIPLINARY ACTIONS

1.10.1: BREACH OF RULES
In addition to any other offenses listed herein, the following actions shall be deemed a breach of the PRR;

1.10.1.1: Participation in any proceeding, or action, detrimental to the interests of SCCA Pro Racing, or of automobile competition generally.

1.10.1.2: Any action having as its objective participation in the competition of a person, or automobile, known to be ineligible.

1.10.1.3: Bribery, or attempt, to bribe anyone connected with the competition, and the acceptance of, or offer to accept, a bribe.

1.10.1.4: Reckless, or dangerous, driving.

1.10.1.5: Failure to obey direction, or orders, of a bona fide race official.

1.10.1.6: Refusing to cooperate with, interfering with, or obstructing the action of the officials, CHIEF STEWARD, other Boards, or Board of Appeals in the performance of their duties.

1.10.1.7: Violation of the terms of probation.

1.10.1.8: Public criticism of a series, its officials or sponsors.

1.10.1.9: Unsportsmanlike conduct.

1.10.1.10: Physical contact with intention to harm any participant, or official, or the threat of same.

1.10.1.11: Inappropriate, objectionable, threatening, or profane language, and/or gestures.

1.10.1.12: Failure to allow inspection, or disassembly, of an automobile as directed by the TECHNICAL MANAGER, or the CHIEF STEWARD.

1.10.2: PENALTIES
1.10.2.1: Any participant, official, entrant, or SCCA member violating the PRR, or the Supplementary Regulations, or any conditions attached

to the sanctioning of the event by SCCA Pro Racing, or any special rules of a course, may be penalized as provided by the PRR. The authority to assess penalties is not limited to violations occurring during the course of a racing competition.

1.10.2.2: Before imposing any penalty, the CHIEF STEWARD, or his designee, shall investigate any alleged rules violations and collect, or hear such evidence as deemed necessary at his discretion.

1.10.2.3: The penalties which may be assessed are;

1.10.2.3.1: Reprimand
A reprimand may be imposed by the CHIEF STEWARD, or other Board. A reprimand against an SCCA Pro Racing licensed driver shall be noted in his license file, as will be any or all of the following penalties;

1.10.2.3.2: Fine and/or loss of prize money

- A fine up to $250,000 may be imposed by the President of SCCA Pro Racing against any entrant, driver, or participant for conduct detrimental to the Organization, or the Organization's clients, or partners. Also a fine up to $50,000 may be imposed by the CHIEF STEWARD, or other Board. A driver's competition privileges are automatically under suspension, and shall remain under suspension until payment of each or all of the above fines are received. If unable to pay the full amount of a fine prior to the next event, a driver must surrender his SCCA Pro Racing competition license(s) to the CHIEF STEWARD, or to the chairman of the appeal board.
- All fines, and forfeited protest fees, shall be remitted to

  SCCA Pro Racing, Ltd.

  P.O. Box 19400

  Topeka, KS 66619-0400.
- In addition to a fine, a penalty of the loss of some, or all, prize monies due may be imposed.
- Any entrant or driver who is disqualified in any competition shall automatically forfeit all rights to awards in that competition.

1.10.2.3.3: Time or Position

Time or Position penalties may be imposed by the CHIEF STEWARD, or by a board.

The CHIEF STEWARD may, during a competition, summon a car to pit lane for an infraction to be held in the penalty box for a period of up to one minute. Such penalties shall be served under green course conditions. Following a caution period the penalized car must receive the green flag on course before entering pit lane.

1.10.2.3.4: Laps

Contestants may be penalized one, or more laps by the CHIEF STEWARD, or by a board.

1.10.2.3.5: Disqualification from competition

Disqualification from competition may be imposed by the CHIEF STEWARD, or by a board on an entrant, driver, or automobile.

1.10.2.3.6: Probation of SCCA Pro Racing competition privileges

- The terms of probation shall be in writing and signed by the CHIEF STEWARD. A copy shall be given to the driver, or entrant, or other person penalized, and a copy shall be sent to SCCA Pro Racing.
- The notice and terms of probation provided for in paragraph above shall be sent to SCCA Pro Racing within seven (7) days after probation has been imposed. Upon the termination of probation, the CHIEF STEWARD (or his designee) shall send a copy of the termination of probation to SCCA Pro Racing. Probation will be recorded in the driver's file.

1.10.2.3.7: Suspension of SCCA Pro Racing competition privileges

- Suspension of SCCA Pro Racing competition privileges may be imposed by the CHIEF STEWARD, or other boards. Maximum of twelve (12) months may be imposed. Delay in handing in a license as directed shall automatically result in the extension of the suspension by a period equal to the delay.
- When a penalty of suspension is levied by a first or subsequent board, the penalized driver must immediately surrender his Pro competition license(s) to the CHIEF STEWARD, or board, as directed.

1.10.2.3.8: Loss of points

Loss of some or all event points and/or accrued points (including manufacturer points) may be imposed by the CHIEF STEWARD, or other board. (Note: Manufacturer points are earned by entrants and drivers and do not belong to manufacturers. These points may therefore be part of a penalty to an entrant or driver. The manufacturers are not party to any board involving manufacturer points.)

1.10.2.3.9: Expulsion
Expulsion from SCCA Pro Racing, and/or SCCA, Inc. may be imposed by the President of SCCA Pro Racing, and as also stated in the SCCA bylaws.

1.10.2.4: Consecutive penalties may be imposed (e.g., two 30-day suspensions resulting in a total suspension of 60 days).

1.10.2.5: Combinations of penalties may be assessed (e.g., a fine and a time penalty, etc.).

1.10.2.6: Amendment of placing awards
In those cases where a penalty of disqualification is imposed, the CHIEF STEWARD, or other board, shall declare the resulting amendment to the placing and awards, and shall decide if the next competitor in order shall be advanced and shall see that awards presented are consistent with the revised finishing order.

1.10.2.7: Publication of Penalty
SCCA Pro Racing shall have the right to publicize that it has penalized any person, organization, or automobile, and the reasons therefore. The persons, or body referred to in the notice shall have no right of action against SCCA Pro Racing, or against any person publishing such notice.

ARTICLE 1.11: PROTESTS AND OTHER ACTIONS

1.11.1: RIGHT OF PROTEST
The right to protest shall rest only with any entrant, or driver taking part in the competition in question. Each, alone, may protest any decision, act, or omission of SCCA Pro Racing, an official, entrant, driver, or other person connected with the competition, which is considered to be in violation of the PRR.

1.11.2: LODGING A PROTEST
Every protest shall be made in writing, specifying which part(s) of the PRR is considered to have been violated, signed by the entrant, or driver making the protest, and accompanied by a protest fee of $500.00 made payable to SCCA Pro Racing within the time limits specified below. The protest fee shall be returned only if the protest is deemed to be well-founded, and is upheld by the CHIEF STEWARD, or other board.

1.11.2.1: All protests shall be made to the CHIEF STEWARD, or his designee.

1.11.2.2: A protest against the validity of an entry, qualification of an entrant, driver, or automobile shall be lodged no later than four (4) hours before the start of an official qualifying segment and or race segment, of the competition.

1.11.2.3: A protest against any mistake, or irregularity, occurring during a competition shall be made within 30 minutes of the conclusion of the on-track segment of the competition.

1.11.2.4: A protest against the results of a segment of the competition

shall be made within 30 minutes of publication, posting, or distribution of the provisional results.

1.11.2.5: A protest against any action of a race official must be made within 30 minutes after the action is taken.

1.11.2.6: The CHIEF STEWARD may, at his sole discretion, extend any protest time limit in exceptional cases where the protester can demonstrate that evidence pertinent to the protest was not available within the time limit, or where the protester can demonstrate he was unable to meet the deadline due to circumstances beyond his control.

1.11.2.7: Video provided as part of a protest must be in an unedited, readily viewable format.

1.11.3: PROTESTS AGAINST AUTOMOBILES

1.11.3.1: The decisions of the SCCA Pro Racing TECHNICAL MANAGER are non-protestable and non-appealable. The TECHNICAL MANAGER may, in specific instances with the agreement of the CHIEF STEWARD, permit protests against automobiles. If allowed, the following procedures in Article 1.11.3.2 to Article 1.11.3.7 shall apply.

1.11.3.2: Entrants taking part in a competition may request that an automobile in their class be disassembled, inspected, or any other test be made, provided that they post a cash bond with the CHIEF STEWARD as determined by the CHIEF STEWARD in his sole discretion to be sufficient to cover the total expenses of disassembly, inspection, and reassembly. Tear downs must be completed as specified unless fully, or partially, withdrawn by the protester.

1.11.3.3: Bonds required for tear down will be sent to SCCA Pro Racing to be held in escrow until the time limit for the appeal has passed, or until an appeal has been granted. If appealed, bond(s) will be held until the Board of Appeals declines to accept the appeal, or has its decision published. The same procedure will apply to any recorded evidence in the case (e.g. technical data).

1.11.3.4: The inspection, and/or disassembly shall be conducted under the supervision and control of the TECHNICAL MANAGER.

1.11.3.5: If the automobile shall be found upon inspection to conform to the PRR, the protester shall forfeit the bond which shall be used to cover costs incurred.

1.11.3.6: If the automobile is found upon inspection to not conform to the PRR, the protester's bond shall be returned, and the entrant, and/or driver, of the protested automobile shall stand all expenses, and shall be subject to disciplinary action as the CHIEF STEWARD shall deem appropriate.

1.11.3.7: Failure of an entrant, or driver, of a protested automobile to allow inspection under the foregoing terms shall result in immediate penalties deemed appropriate by the CHIEF STEWARD.

1.11.4: HEARING PROTESTS

1.11.4.1: The CHIEF STEWARD, or his designee(s), shall act as a first board and render a decision. The CHIEF STEWARD shall endeavor to hear the protest as soon as practical after the protest is lodged. The CHIEF STEWARD shall attempt to give all interested parties notice of the hearing. He shall hear, or accept, such evidence as deemed necessary in his discretion to render a fair decision. The absence of a party at a hearing shall not limit the ability of the CHIEF STEWARD to proceed with said hearing. If a decision cannot be given immediately after the hearing, all parties shall be informed of the time, and method, by which the decision will be conveyed.

1.11.4.2: It is expected that protests will be reasonable, logical, and based on sound evidence, thus well-founded. A well-founded protest shall further be defined as one upon which reasonable individuals may differ. A well-founded protest may still be denied. If a protest is judged to be not well-founded, the protest fee shall be forfeited. If it is proved to the satisfaction of the CHIEF STEWARD that the author of a protest has acted in bad faith, or in a vexatious manner, he shall be deemed guilty of a breach of the PRR and may be penalized by the CHIEF

STEWARD for this additional breach of rules.

1.11.4.3: All parties concerned shall be bound by the decision given, subject only to the rights of appeal as provided in the PRR.

1.11.5: DISTRIBUTION OF AWARDS
Distribution of awards shall be provisional with final distribution held until all protest, appeals, etc. are passed or settled.

ARTICLE 1.12: APPEALS

1.12.1: RIGHT TO APPEAL
The appeal process exists to decide only those matters for which a reasonable decision could not be achieved through available procedures. Provided all such procedures have been exhausted, any entrant or other participant shall have the right to request an appeal regarding: 1. Any, decision or penalty rendered by the Chief Steward in which they were named as a party. 2. Any decision concerning a protest filed by such entrants or participants, except as decided by the Technical Manager (see Article 1.11.3.1).

The SCCA Pro Racing President shall, at his sole discretion, determine whether an appeal shall be heard by the Board of Appeals, and whether the appeal fee should be returned, or forfeited. The decision whether or not to hear an appeal, and any decisions by the Board of Appeals shall be final, binding and not subject to further appeal or legal process.

Due to time constraints, logistics and year-end award banquets, appeals may not be heard concerning decisions at the final events of the year.

1.12.2: INTERNATIONAL EVENTS
ACCUS has delegated to SCCA Pro Racing the authority to establish Boards of Appeals to settle disputes arising from International events sanctioned by SCCA Pro Racing.

1.12.3: PROCEDURE AND FEES
Written notice of intent to appeal the decision of the CHIEF STEWARD to the Board of Appeals must be given to the CHIEF STEWARD within one (1) hour of announcement of the decision. The CHIEF STEWARD may, at his sole discretion, extend the appeal time limit in exceptional cases where the appellant can demonstrate pertinent evidence was not available within the time limit or was unable to meet the deadline due to circumstances beyond control. A written notice of appeal, signed by the appellant, specifying the grounds for appeal, and including an appeal fee of $1,500.00 (a minimum of $750.00 of which will be retained by SCCA Pro Racing) plus a $5,000.00 bond to cover expenses associated with convening the Board of Appeals shall be received by the SCCA Pro Racing office within three (3) days after the announcement of the decision or such other period as may be designated by the President of SCCA Pro Racing. An appeal may be withdrawn without penalty only with the approval of the SCCA Pro Racing President.

1.12.4: STAY OF DECISION (SUSPENSION OR EXPULSION)
An appeal filed on a penalty rendered by the CHIEF STEWARD involving either suspension of competition privileges, or expulsion from SCCA Pro Racing will permit the appellant to enter and compete in races until the appellant's Board of Appeals ruling is rendered. The results and awards of these races shall be considered provisional until the Board of Appeals ruling is rendered. If the Board of Appeals ruling overturns the suspension, or expulsion, the Provisional Results and awards will be considered final, and official. If the Board of Appeals ruling upholds the suspension, or expulsion, the awards won and results of races while awaiting the Board of Appeal ruling will be considered forfeited, and null and void.

1.12.5: CONVENING THE BOARD OF APPEAL
1.12.5.1: The SCCA Pro Racing President, or his designee, shall appoint the Board of Appeals which shall consist of a chairman plus at least two additional members. No member of this board shall have taken part as a competitor, or official, in the event which the board will render a decision on, or shall have been directly interested, or involved, in the matters under consideration.

1.12.5.2: The appointment of the board, and written notice to the

appellant, or appellants, shall occur within three (3) days (or such other time as designated by the President of SCCA Pro Racing) of the decision to hear the appeal. The chairman of the board will notify all parties, including the CHIEF STEWARD, both parties to a protest, or a penalized competitor, of the time and place for the appeal hearing, and provide telephone numbers, and times, where the board may be reached while in session on the matter.

1.12.6: HEARING THE APPEAL

All boards shall use their best efforts to convene, and hear the appeal no earlier than three (3) days from notice to the parties, and no later than two (2) weeks from said notice. SCCA Pro Racing may specify a shorter time (including a time of one or more hours) for hearing the appeal where necessary for the prompt adjudication of the matter and a final conclusion of controversies. The board will determine what witnesses and evidence it will hear at its discretion. The parties may present their information to the committee themselves, via their team representative, or in written documents. The Board of Appeals may hear such evidence in such manner as it deems appropriate, relevant, and necessary under the circumstances. Cross-examination shall not be permitted. The CHIEF STEWARD shall be heard by the Appeals Board under all circumstances.

1.12.7: JUDGEMENT OF THE BOARD OF APPEAL

After considering all material they deem relevant, the Board of Appeals shall meet privately, reach its decision, and prepare a written opinion. It may decide that the penalty, or other decision, of the board appealed from should be nullified, mitigated, affirmed, increased, or that a different penalty should be imposed, but shall not order a competition to be rerun. The board shall order the return, or forfeiture, of appeal fees. The board shall direct the disposition of protest fees and tear down bonds, if any, in those cases where the original board's decision is nullified.

1.12.8: PUBLICATION AND EFFECT OF DECISION

SCCA Pro Racing reserves the right to publish all final Board of Appeal decisions, including the names of all parties concerned. Persons, entrants, or organizations referred to in each said decision shall have no right, or action, against SCCA Pro Racing, or any person publishing such notice, and shall agree that said decision shall be final and binding. A copy of the final decision of the Board of Appeal shall be sent to all parties of the appeal as soon as possible after the decision becomes final. Any penalty imposed by the Board of Appeal shall be effective immediately as stated in its decision. Penalties involving time, disqualification, suspension, or loss of points shall be made effective from the date of the conclusion of the event involved.

1.12.9: BAD FAITH APPEALS

If the board determines that the appellant has acted in bad faith, or in a vexatious manner, it may deem such conduct a breach of the PRR, and impose an additional penalty for said breach.

ARTICLE 1.13: ON-BOARD VIDEO / TELEVISION CAMERAS

SCCA Pro Racing retains all worldwide broadcast, radio, film and video rights to all aspects of SCCA Pro Racing events, including all images attained from on-board cameras. Any broadcast or use of on-board camera footage of SCCA Pro Racing events without the express written permission of SCCA Pro Racing is prohibited.

1.13.1: On-board cameras, their tapes, mounts and attachments are deemed to be part of the car and are subject to technical and safety inspection. Competitors using on-board cameras, whether at the request of series TV production, or for their own information, must advise the TECHNICAL MANAGER of their presence and, once the session begins, may not access the equipment (tapes included) until released by the TECHNICAL MANAGER, or the CHIEF STEWARD. Cars utilizing their own on-board cameras must, at the request of the CHIEF STEWARD, provide the images for duplication and when requested, suitable on-site viewing facilities.

1.13.2: SCCA Pro Racing's general policy is to allow teams the use of video images attained from on-board cameras only for the purpose of

driver training without charge.

1.13.3: Video supplied by SCCA Pro Racing for commercial use may be provided at prevailing rates upon approval of a licensing agreement.

ARTICLE 1.14: TRANSPONDERS

1.14.1: At SCCA Pro Racing events all cars are required to use timing transponders. Transponders shall be mounted in accordance with the instructions given by the TECHNICAL MANAGER.

1.14.2: Cars without a working transponder will not be timed. Timing & Scoring will attempt to manually gather some times during the practice and qualifying sessions for a car with a non-working transponder, but this is not guaranteed.

ARTICLE 2: WORLD CHALLENGE

SERIES MISSION

Develop the World Challenge Championships into the preeminent road racing series in North America; providing the highest level of competition, and the greatest promotional value for teams, manufacturers, sponsors and promoters by featuring professional drivers competing in brand name performance cars in an entertaining format that is exciting to fans and TV viewers.

SERIES WEBSITE

http://www.world-challenge.com

ARTICLE 2.1: PURPOSE AND INTENT

2.1.1: The purpose of the WORLD CHALLENGE is to provide an opportunity for teams and manufacturers to showcase their vehicles and products through a Championship Series of closed-circuit speed events.

2.1.2: In keeping with this purpose, vehicles and products used in the series must be identifiable with the vehicles and products offered for sale to the public and available through the manufacturer's normal distribution channels.

2.1.3: The World Challenge will be divided into 4 classes of vehicles, to be designated as Grand Touring (GT), Grand Touring Sport (GTS), Touring Car (TC) and Touring Car B (TCB). These classes will be primarily differentiated by engine displacement, performance potential, placement within market, and body style.

2.1.3.1: Grand Touring (GT)
The allowed body styles within this class are coupe, sedan and convertible. The cars permitted in GT are typically sold in the market as "sports" cars, "sport-touring" cars, or performance versions of "luxury" cars. Forced induction is permitted on cars that come equipped with forced induction stock, or on cars that SCCA Pro Racing has determined need help reaching the target horsepower range. Power output ranges from 425-525 hp. Weight varies depending on power output and tire size. All of the vehicles in GT are rear-wheel drive, or all-wheel drive.

2.1.3.2: Grand Touring Sport (GTS)
The allowed body styles within this class are coupe, sedan and convertible. The cars permitted in GTS are typically marketed as "sports cars", "sport-touring cars" or performance versions of "luxury" cars but at a lower permissible preparation level than GT. Forced induction is permitted on cars that come equipped with forced induction stock. Power output ranges from 300-400 hp. Weight varies depending on power output and tire size. Front-wheel, rear-wheel, and all-wheel drive configurations are permitted.

2.1.3.3: Touring Car (TC)
The allowed body styles in this class are coupes, hatchbacks, wagons, or sedans. The cars permitted in TC are typically sold as "compact" cars, or "touring" cars. Eligible cars must have been manufactured with a certain amount of interior room and realistic seating for four (4) adults. Power output ranges from 230 to 260 hp. Weight varies depending on the power output of the individual drivetrain configurations. Front-wheel, rear-wheel, and all-wheel drive configurations are permitted. Forced induction may be allowed on cars that have forced induction systems available from the manufacturer which do not void the factory warranties.

2.1.3.4: Touring Car B (TCB)

ARTICLE 2.2: VEHICLE ELIGIBILITY

2.2.1: Vehicles are only eligible to compete if the make/model is listed in Appendix A, and has a Vehicle Technical Specification (VTS) sheet published on the Series Website.

2.2.2: Unless specifically stated in the PRR or the applicable VTS sheet,

vehicles must remain stock. Parts may not be added, removed, modified or replaced from a vehicle's stock configuration unless specifically allowed in the PRR or applicable VTS sheet.

2.2.3: Approved modifications may not be done in such a way as to perform a non-permitted function.

2.2.4: Class Specific Articles (Article 2.4, Article 2.5, Article 2.6 and Article 2.7) only apply to vehicles competing in the indicated class.

2.2.5: In cases of contradiction in rules, the following will apply:

2.2.5.1: Class Specific Articles have precedence over all other Articles.

2.2.5.2: The applicable VTS sheet has precedence over the PRR.

2.2.6: If a vehicle's body style has been out of production throughout the world for more than four years it cannot compete in more than 5 World Challenge races per year, unless otherwise authorized by SCCA Pro Racing.

2.2.7: If a vehicle's body style has been out of production throughout the world for more than seven years it is no longer eligible to compete in World Challenge, unless otherwise authorized by SCCA Pro Racing.

2.2.8: Homologation is a process by which a team or manufacturer may work with SCCA Pro Racing to generate an Appendix A listing and VTS sheet for unlisted make/models. See the Series Website for additional information on the Homologation process.

ARTICLE 2.3: AUTHORIZED MODIFICATIONS

2.3.1: CHASSIS

2.3.1.1: Ride height may be different from stock, but must meet or exceed the value listed in Appendix A. Ride height will be measured from the lowest part or component of the car, excluding suspension and complete wheels.

2.3.1.2: It is permitted to attach a plate, or pad, under the car to provide for jacking of the car, provided it serves 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, and act as a receptacle for a jacking fixture. Air jacks are permitted, but no air source may be carried on board.

2.3.1.3: Body and frame seams, and joints, may be welded, but additional reinforcing material/brackets are not permitted.

2.3.1.4: Structural panels and bracing may be removed from the interior of the doors.

2.3.2: COCKPIT

2.3.2.1: The following items may be removed:

Seats

Sun Visors

Seat belts, attaching hardware and brackets.

Headliner, dome lights, grab handles.

All interior trim panels except dashboard.

Heating and Air Conditioning components.

Audio and video systems.

Window winding and central locking mechanisms.

2.3.2.2: Box-type extensions from the dash pad may be used to mount switches and controls, in the areas where the OE insert panels were mounted.

2.3.2.3: Original instruments/gauges may be replaced, or supplemented, with additional engine monitoring gauges.

2.3.2.4: 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.

2.3.3: BODY

2.3.3.1: 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.

2.3.3.2: Front windows shall be down or removed.

2.3.3.3: OE side window framework and trim pieces shall be intact.

2.3.3.4: Acrylic, or glass, removable/moveable roof panels shall be replaced with a non removable/non moveable metallic or carbon materials. All brackets, mounts, and moldings must be removed.

2.3.3.5: Fabric tops are not permitted, and shall be removed along with all associated hardware. It may be replaced with an OE hardtop if one is available.

2.3.3.6: The OE rain gutter/tray at base of the windshield shall be intact and in the OE location.

2.3.3.7: OE hood latches may be modified, removed, or replaced with alternate components.

2.3.3.8: Wiper blades are unrestricted.

2.3.3.9: The OE window opening shall not be blocked in any way except that a single NACA-duct may be mounted in a single-plane piece of flat Lexan for the purpose of directing extra air into the cockpit in order to cool the driver, etc. The total plan view of the Lexan with a NACA-duct installed shall not exceed 2540mm (100sq.in). Any NACA-duct used shall be of the size to use a single hose in the 38mm – 76mm (1.5in – 3.0in) range. The NACA-duct and hose shall not be modified in a way that would restrict air flow through the duct/hose.

2.3.3.10: Within the series run of a model of car, the bodywork may be updated to the most current design without re-classifying the car, provided that the bodywork bolts onto the chassis without modification. Any upgraded bodywork must be run in its entirety. Parts may not be mixed between year models unless specifically permitted on the VTS sheet

2.3.4: ENGINE

2.3.4.1: Engine Block

2.3.4.1.1: Blocks may be sleeved to repair cylinder walls. Cylinder bore may not exceed the dimension listed on the VTS sheet.

2.3.4.1.2: Top mating surface of the cylinder block may be machined to achieve the compression ratio specified on the VTS sheet.

2.3.4.2: Reciprocating Assembly

2.3.4.2.1: Reciprocating Parts (Piston, Rod, Crankshaft and Damper, Flywheel, Clutch) may be tooled enough to achieve balance. One piston and rod assembly must remain unaltered. The crankshaft and damper must exceed the minimum weight listed on the VTS sheet.

2.3.4.3: Cylinder Head

2.3.4.3.1: Bottom mating surface of the cylinder head may be machined to achieve the compression ratio specified on the VTS sheet.

2.3.4.3.2: Alternate head gaskets may be used to achieve the compression ratio specified on the VTS sheet.

2.3.4.4: Induction System

2.3.4.4.1: Air filter elements are unrestricted.

2.3.4.4.2: No additional air may be introduced into the intake air system after the component (air metering device, throttle body, or restrictor) that is furthest upstream of the intake manifold. Any openings in the intake manifold that are not being used in conjunction with another system (e.g. the brake booster) shall be permanently

sealed with epoxy, etc. so that no additional air may be introduced after the air metering device, or throttle body/restrictor.

2.3.4.5: Inlet Air Restrictors

2.3.4.5.1: Flat Plate Restrictors:

Required flat plate restrictors shall be placed between the throttle body and the inlet face of the intake manifold. If the car has multiple throttle bodies, a restrictor must be placed on each throttle body. The restrictor shall be mounted by sliding it over the end of all the throttle body mounting bolts, there shall not be any slots at the corners of the restrictors.
Flat plate restrictors must be a flat steel plate, 0.76 - 1.52 mm (0.030 - 0.060 in) thick, with a round hole of the required diameter for each throttle butterfly within the approved throttle body or bodies.
The required hole(s) in the restrictor(s) shall be centered, +/- 1.0 mm (.039 in), on the butterfly opening(s) within the throttle body(ies).
A spacer that is a maximum of 6.0 mm (0.250 in) thick may be placed between the throttle body and the restrictor. Spacers must have a straight hole, the same diameter as the throttle body, and shall not minimize the effect of the restrictor.

2.3.4.5.2: Sonic Intake Restrictors (SIR) SIR may be required to regulate HP. If a SIR is required it must be placed upstream of the intake manifold, throttle body and/or turbo if so equipped. SIR can be no larger than 6.5" in length and 3" outside diameter. The middle I.D. of the hole must be *3/4"* long.

2.3.4.6: Ignition System

2.3.4.6.1: Spark plugs, spark plug wires, ignition coils and distributors are unrestricted provided the stock quantities and locations are retained.

2.3.4.7: Fuel Injection

2.3.4.7.1: Fuel injector(s) and fuel rail(s) must maintain the original number and mounting location(s), but are otherwise unrestricted.

2.3.4.7.2: Fuel pumps and fuel filters are unrestricted in type, size and number.

2.3.4.7.3: The location and type of the fuel pressure regulator(s) are unrestricted provided they are mounted within the engine compartment.

2.3.4.7.4: Cooling of fuel is prohibited. This applies equally, whether the fuel is in the car, or not.

2.3.4.7.5: Stock OE Schrader Valve fuel pressure test ports may be used as an alternative fuel sample port. Teams must provide their own adaptor hose

2.3.4.8: Oiling System

2.3.4.8.1: Engine oil and filters are unrestricted.

2.3.4.8.2: Coolers for the engine oil are unrestricted in number, type and location, provided they do not alter the external appearance of the car.

2.3.4.8.3: Oil hoses and associated clamps and hardware are unrestricted.

2.3.4.8.4: Oil pan and pickup may be modified.

2.3.4.8.5: Accusump-style oil accumulators may be used.

2.3.4.9: Cooling System

2.3.4.9.1: Radiators may be replaced, provided the replacement is mounted without body or structural modifications.

2.3.4.9.2: Cooling hoses and associated clamps and hardware are unrestricted.

2.3.4.10: Other

2.3.4.10.1: Drive belts are unrestricted.

2.3.4.10.2: Replacement gaskets and seals are unrestricted. 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.

2.3.4.10.3: Engine mounts are unrestricted, provided they do not alter the location of the engine.

2.3.4.10.4: *Heat insulating tape is allowed in all classes*

2.3.5: ENGINE MANAGEMENT, DRIVER AIDS, DATA ACQUISITION

2.3.5.1: Engine Management

2.3.5.1.1: Engine management (control of spark and fuel) and ECUs are unrestricted.

2.3.5.2: Driver Aids

2.3.5.2.1: Electronic driver aids are not permitted, with the following exceptions:

2.3.5.2.1.1: Stock ABS systems may be used.

2.3.5.2.1.1: Stock launch / traction control systems may be used.

2.3.5.2.1.3: Engine management systems may be programmed to limit vehicle speed in pit lane to the 45 MPH maximum. The pit lane speed limiter shall be activated through a switch and the switch shall be labeled to indicate its purpose.

2.3.5.2.2: The Engine Speed Limit set within the engine management system shall be the same for all gears.

2.3.5.2.3: Pit lane speed limiting devices are permitted

2.3.5.3: Data Acquisition

2.3.5.3.1: Cars may be equipped with data acquisition systems, consisting of a data logger, sensors and required wiring. Data loggers may be integrated with the engine management system and instrumentation. Tire pressure monitoring is allowed, but you may not adjust tire pressure remotely.

2.3.5.3.2: The use of telemetry is forbidden, unless provided and installed by TV for broadcast purposes.

2.3.5.3.3: Any data acquired during an official session must be saved for the duration of the event and provided to the TECHNICAL MANAGER upon request. Software required to view logged data, along with any additional information regarding the data acquisition system, must be provided to the TECHNICAL MANAGER upon request.

2.3.6: DRIVETRAIN

2.3.6.1: Differentials may be replaced with open, locked, or limited slip units, provided the differential ratio is as specified on the VTS sheet.

2.3.6.2: Differentials with external or electric adjustability are prohibited unless an unmodified stock differential is used.

2.3.6.3: Transmission and differential oil and filters are unrestricted.

2.3.6.4: Transmission coolers are unrestricted.

2.3.6.5: Differential coolers are unrestricted.

2.3.6.6: Vent or breather lines may be added to transmission and differentials.

2.3.7: SUSPENSION AND STEERING

2.3.7.1: Shock absorbers and struts are unrestricted. Shocks/struts must be installed in the stock location using the stock system of attachment. Driver adjustable and/or electronically controlled shocks/struts are prohibited unless unmodified stock shocks/struts are used.. If a remote resevoir/adjustment canister is used, only one may be used per shock/strut. The shocks/struts at each individual wheel may not be connected in any way.

2.3.7.2: Camber plates may be added on axles equipped with a MacPhearson Strut suspension.

2.3.7.3: Suspension springs may be replaced. Springs must be installed

in the stock location using the stock system of attachment.

2.3.7.4: Front and rear stabilizer bars may be replaced with any bars that attach to the stock attachment points. Driver adjustable stabilizer bars are not permitted.

2.3.7.5: Suspension bushings may be replaced with bushings of alternate materials, (however, spherical ball joints are not allowed in Touring), provided the stock dimensions are retained. Replacement bushings must not alter the location of any component.

2.3.7.6: The steering wheel is unrestricted, provided it is not wood-rimmed.

2.3.7.7: An all-metal quick release coupling on the steering wheel may be added.

2.3.8: BRAKES

2.3.8.1: Brake pads and linings are unrestricted.

2.3.8.2: Brake fluid is unrestricted.

2.3.8.3: Flexible rubber brake lines may be replaced with armored lines.

2.3.8.3: Brake rotor dust shields may be removed.

2.3.8.4: Brake proportioning valves are unrestricted.

2.3.8.5: Hand / Emergency brakes may be removed.

2.3.8.6: Antilock Braking System (ABS) components may be removed or deactivated.

2.3.8.7: Brake ducts that utilize existing holes in the front Fascia are allowed. Brake ducts under the car are allowed but cannot be visible when standing 3 ft in front of the car and 6 ft high (in other words under the car). Ducts should be painted black as to hide their appearance. Ducts must clear minimum ride height.

2.3.9: ELECTRICAL

2.3.9.1: *Batteries must be Optima brand, of similar size and capacity as OEM battery and mounted in the stock location.*

2.3.9.2: *All cars, except those with pop-up headlights, shall have clear OE headlight assemblies in place in the stock headlight positions. The headlight assemblies may be the clear OE assemblies for any country that the car is sold in. There shall be an operational light bulb within both the low and high beam placements. The operational light bulbs need not be of OE origin, but must be similar in appearance to the OE light bulbs and produce approximately the same light output as the OE low beams. Cars produced with pop-up headlights will have an alternate light configuration determined for that car model by the TECHNICAL MANAGER, and listed on the VTS sheet. At least one headlight must be operational at all times.*

2.3.9.3: *Fog/driving lights, parking lights and associated attaching hardware may be removed. The resulting openings may be used to duct air or be closed-off. Any openings closed-off shall have the closure placed behind the bodywork. Any ducting may not extend beyond the outer surface of the bodywork.*

2.3.9.4: *Cars must, at all times, have at least one (1) operating brake light. Cars that are found to not have at least one (1) operating brake light when inspected on pre-grid shall not be permitted to enter the course. Cars that lose all of their brake lights during a session shall report to tech after the session and may have a penalty assessed.*

2.3.9.5: *All cars are required to have two operating taillights to be used as rain lights during wet sessions. The brake lights must continue to be functional whenever the tail/rain lights are used. The tail/rain lights must be dimmer than the brake lights are when they come on.*

2.3.9.6: *Each car must be fitted with at least one effective windshield wiper motor, which must be in working order throughout the event. Wiper blades, arms and associated hardware may be substituted freely, or removed.*

2.3.9.7: *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.*

2.3.10: WHEELS

2.3.10.1: Wheels are unrestricted, provided they meet the following requirements:

2.3.10.1.1: Wheels must be aluminum or steel. Carbon wheels are not allowed.

2.3.10.1.2: Wheel diameter must be as specified in Appendix A.

2.3.10.1.3: Wheel width cannot be greater than specified in Appendix A.

2.3.10.1.4: No modifications can be made to vendor supplied wheels.

2.3.10.1.5: Wheels must meet or exceed the following minimum weights:

Size (in x in)	Minimum Weight (lbs)
15 x 7	10.0
17 x 8	15.0
18 x 9	16.5
18 x 10	17.0
18 x 11	17.5
18 x 12	18.0
18 x 13	18.5

2.3.10.1.6: Brake cooling wheel fans are not permitted.

2.3.10.1.7: Any wheel used must be the specified diameter and when mounted on the car shall be no wider than the maximum width of the body listed on the VTS. Note: the wheel widths specified on Appendix A are the maximum wheel widths. Teams may choose to use any width wheels that are less than, or equal to , the maximum width listed, but shall use the tire size(s) specified in Appendix A regardless of wheel sizes used.

2.3.10.2: Lug nuts and wheel studs are unrestricted. Wheel studs must have some threads extending beyond the lug nut. Wheel studs cannot extend beyond the inside edge of the wheel rim.

2.3.11: RULES CHANGE REQUESTS

2.3.11.1: Requests for changes to the PRR must be made in writing using the PRR Change Request form available on the Series Website.

2.3.11.2: Requests for changes to a VTS sheet or Appendix A must be made in writing using the VTS Change Request form available on the Series Website.

2.3.12: VEHICLE DECLARATION SHEET

A Vehicle Declaration Sheet must be turned in prior to qualification for all cars. Failure to do so could result in Disqualification, fine or both.

2.3.13: SEAL DECLARATION

A Seal declaration must be turned in prior to qualification for all cars. Failure to do so could result in engine tear down, disqualification, fine or any combination thereof.

ARTICLE 2.4: GT SPECIFIC TECHNICAL REGULATIONS

2.4.1: CHASSIS

2.4.1.1: Fasteners are unrestricted. Fasteners may be replaced with adhesives.

2.4.1.4: Inner fender panels may be modified or replaced for tire clearance and/or permitted suspension modifications. OE production-type

appearance shall be maintained.

2.4.1.5: 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 OE 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 OE 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.

2.4.1.6: Original suspension pick-up points below the upper line of the wheel rim must be used within a tolerance of 25mm; however, the body/frame around the pick-up points may be reinforced. This reinforcement shall be limited to a radius of six inches (6"). The 25mm tolerance applies to pick-up points on chassis only.

2.4.1.7: Suspension mounting points above the upper line of the wheel rim must be retained within a tolerance of 75mm, however, the body/frame around the pick-up points may be reinforced. This reinforcement shall be limited to a radius of six inches (6"). The 75mm tolerance applies to pick-up points on chassis only.

2.4.1.8: The OE radiator supports may be replaced, or reinforced, in order to make repairs easier. The radiator supports shall not reinforce the rest of the chassis, or diminish the OE crush zones.

2.4.1.9: Bumper brackets may be modified, but bumpers must remain in OE locations.

2.4.1.10: 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 up, or filled in.

2.4.1.11: 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 the outer surface of bodywork. Latches and hinges for the hood and trunk/decklid are not required to be used. If latches and hinges are not used on the hood, or trunk/decklid, a minimum of four (4) pins shall be used to secure the body panel(s).

2.4.1.12: Openings in the bodywork may be temporarily covered, wholly or partially, with tape for purpose of regulating airflow. When temporarily covering the grill opening with tape, the manufacturer emblem shall remain visible. Any screens used in bodywork openings shall be placed behind bodywork opening to maintain the external bodywork profile. Bodywork openings may be more permanently closed-off using close-out panels mounted behind body opening. Bodywork seams may not be taped, except for the last six-inches of each side of the front and rear fascias, which may have clear tape where they meet the fender/quarter-panel. Any other bodywork may only be taped to temporarily secure it after contact.

2.4.1.13: Cables, wiring and lines may be replaced, rerouted, and/or protected.

2.4.1.14: Unused mounting tabs and brackets that are non-structural, excluding the rear seat back support and package tray, may be removed. All cars shall have the OE rear package shelf and/or rear seat back support structure installed if applicable. As an alternative, a steel close out panel may be installed that would simulate 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 OE structure, the close out panel material is unrestricted.

2.4.1.15: The floor pan may be modified to provide clearance for the exhaust system routing.

2.4.2: COCKPIT

2.4.2.1: There must be a center console present. The center console is considered to be the piece that surrounds the shifter lever. The center console may be stock; or of alternate origin, but shall cover the same approximate floor area as the OE piece that surrounds the shifter lever, as a minimum

2.4.2.2: The required dash pad and center console may be made of any material. The dash pad shall maintain the stock profile.

2.4.2.3: Bulkheads

2.4.2.3.1: 2-Seat Vehicles

There shall be a vertical bulkhead in the OE position if applicable. It may extend upward to the bottom of the side windows, and then extend horizontally rearward to close-off the area behind the cockpit. The bulkhead may be a non-metallic material if all fluid lines, hoses, reservoirs and tanks that would otherwise be open to the driver are contained in proper metallic enclosures.

2.4.2.3.2: 2-Door, 4-Seat Vehicles

No bulkheads shall cover the rear floorboard area. The bulkhead used in front of the rear seat back support may extend laterally from one side of the chassis to the other, but must be below the bottom of the side windows.

2.4.3: BODY

2.4.3.1: Standard body appearance must be strictly maintained. Standard body appearance is considered to include the OE grille and badge. A photographic replica is not sufficient. In addition to the main grille, if the car has a distinct grille below the bumper it shall also be used. Teams choosing not to utilize the OE grille opening for airflow may mount a closeout panel behind the grille. Stock OE spoilers and wings are not permitted. OE side skirts may be used if they were available on the car from the dealer provided they meet the minimum ride height rule. Aftermarket side skirts may be used provided that they meet the min. ride height, 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, and do not extend beyond the plan view profile of the car as viewed from above.

2.4.3.2: OE non-metallic composite body panels (e.g. plastic fascias, fiberglass hoods) may be replaced with panels of any type composite, provided that the panel maintains the OE profiles. All GT cars may replace the hood, trunk/deck lid and doors with non-metallic composite parts. When requesting a hood design for a GT car the following limits must be taken into account. The vents shall not expose the mechanical components of the car when looking down from above. The limit of vent/louver opening area is 7620sq.mm (300sq.in) after adding the areas of all the individual openings together. The leading edge of the first louver may not protrude above the surrounding hood surface more than 25mm. 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 OE non-functional, decorative vents/ducts may be made to be functional provided the exterior body appearance is not modified.

2.4.3.3: Cars must use the stock fenders with the following exceptions. If the allowed wheel and tire combination will not fit under the fender, the WC technical committee may approve fender flairs. The design of the flair must be approved and listed on the VTS. Note: This is not an opportunity for competitors to flair fenders to accommodate more wheel offset

2.4.3.4: Windshield may be replaced with 6mm (1/4") minimum thick-

ness Lexan, mounted in the stock location, at the stock angle and maintaining the stock profile. If using Lexan, the windshield must be clear and untinted.

2.4.3.5: Side windows, not including the front door windows and rear windows may be replaced by Lexan-type plastic material having a minimum thickness of 3mm (1/8"), but must retain the same shape, size, and location as the original glass. One NACA-duct may be may be mounted in each side window for the purpose of getting more air into the cockpit in order to cool the driver, direct air through oil coolers, etc.

2.4.3.6: 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 unrestricted, but shall be neat in appearance and securely fastened.

2.4.3.7: If used in conjunction with rain tires, the front window openings may be partially, or wholly, closed off with clear Lexan, or equivalent, to minimize the amount of water entering the car. If during the course of an on-track session, the track begins to dry and a team installs dry tires, the window need not be removed.

2.4.4: AERODYNAMICS

2.4.4.1: GT front splitter may be added with an exposed top surface of not more than 4.0", that does not extend more than 2.0" past the approved body work as viewed from above for the entire profile of the front fascia. The approved body work or front fascia does not include any bolt on extensions. The splitter shall be mounted flat, +/- 3 degrees, in relationship to the official scales. The 4.0" exposed top surface of splitter will be measured from the point on the approved bodywork that sticks out the furthest in the area directly above any point on the splitter and defined by the top surface of the splitter and a point 1.0" vertically from the splitter top surface. Splitters in GT shall not extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead, and the "dry" set-up on the car. Additionally, the splitters may not extend more than 50.8mm (2.0") beyond the bodywork, regardless of where the outside edges of the front tires are. The splitter shall consist of a single flat plane unless specified differently on the VTS sheet. The splitter shall have no vertical deviations, fences, etc., unless they are part of the production bodywork for street use. Splitter designs may incorporate openings for brake ducts provided it does not affect the standard body appearance. The allowed splitter may close out the underbody from the leading edge of the approved bodywork, back to the centerline of the front axle. The splitter may be mounted to the front fascia via a vertical intermediate mounting surface. Additionally, a maximum of four (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. Vertical pieces running from the back corners of the splitter up into the wheel well are permitted to support the corners of the splitter, but these vertical pieces shall not protrude laterally outside of the wheel wells.

2.4.4.2: GT Rear Wing

2.4.4.2.1: Each car model will have a wing specified on its VTS sheet. If a wing is approved, but the supplier becomes unable to meet the delivery requirement, the wing may be removed from the VTS sheet. Each wing shall be mounted to trunk/deck lid with two (2) mounting brackets. 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 for the two parts of each bracket to be fastened together. The rear wing, including the mounting brackets and any wicker bill, shall be mounted level with, or below, the peak of the roof. The trailing edge of the rear wing may

be mounted no further rearward than the rear, center-point of the approved bodywork.

When requesting a wing for a GT car, the following guidelines are to be used. The wing and endplates shall not be any wider than the widest part of the bodywork, not including mirrors and fender flares/lips, or a maximum element width of 1829mm (72in), not including end plates. The maximum chord length is 305mm (12in).

2.4.4.2.2: One end plate may be mounted to each end side of the wing. End plates must be constructed from a flat sheet, material is unrestricted. End plates must fit inside a rectangle 13.5 inches by 12.0 inches.

2.4.4.2.3: Wickers for GT Rear Wings. The wicker style and dimensions are unrestricted provided they do not violate the location limits listed in Article 2.12.4.2.

2.4.5: ENGINE

2.4.5.1: Reciprocating Assembly

2.4.5.1.1: The reciprocating parts (pistons, connecting rods, crankshaft, etc.) must be stock OE parts, but may be tooled enough to achieve balance. The standard weight reduction allowance for balancing of the crankshaft is 0.5 lbs. below the permitted minimum weight listed on the VTS sheet. The standard weight reduction allowance for the balancing of the reciprocating assembly is 15 grams below the permitted minimum weight listed on the VTS sheet.

2.4.5.1.2: The crankshaft may be an equivalent aftermarket part (same material, weight, and dimensions as OE part), but may be tooled enough to achieve balance.

2.4.5.2: Cylinder Head

2.4.5.2.1: Rocker arms (stock ratio must be maintained), followers, pushrods, valve springs, keepers, retainers, guides, seats, and valves (stock dia. must be maintained) are unrestricted, unless restricted on the VTS sheet. The type of lifters required will be specified on the VTS sheet. Titanium is not permitted, except for the retainers, or if stock parts for the vehicle are used. The head may be machined to fit valvetrain components. If valve seats are replaced, the machine work to the combustion chamber shall be limited to a width of 5.0mm from the edge of the valve head. Beryllium is not permitted to be used for valve seats, unless it is the stock material or permitted on the VTS sheet. Otherwise, valve seat material is unrestricted.

2.4.5.2.2: The intake and exhaust ports may be ported a maximum of 25.4mm (1") from the combustion chamber surface. The 25.4mm (1") will be measured down from the center of the port opening. The valve guide may be machined as part of this porting.

2.4.5.2.3: Camshaft timing is unrestricted. When lift is checked at the valve, it will be done with zero lash. The permitted camshaft(s) will be listed on the VTS sheet for each vehicle. Teams may have cams ground to meet the approved cam profile(s) by alternate cam manufacturers.

2.4.5.2.4: 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.

2.4.5.3: Induction System

2.4.5.3.1: Air filter elements and boxes are unrestricted. Any airbox/air filter used shall not alter the external appearance of the vehicle.

2.4.5.3.2: Cars produced with an 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.

2.4.5.4: Exhaust System

2.4.5.4.1: The exhaust system may be modified, or replaced. Outlets

must be located rearward of the midpoint of the wheelbase. The exhaust pipe may not protrude more than 76.2mm (3") 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") with the bodywork at the point that they exit the body. Any body modification to accommodate exhaust system routing must be approved by the TECHNICAL MANAGER. The 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. 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 76.2mm (3") away from the exhaust system, and there shall be at least 76.2mm (3") between the heat shield and the fuel system components.

2.4.5.4.2: Vehicles must produce of a reading of 120 dBA or less on a Sound Test. See Article 2.10.1 for Sound Test procedures.

2.4.5.5: Oiling System

2.4.5.5.1: OE oil pump may be modified, or replaced with an OE-style oil pump.

2.4.5.5.2: A dry-sump system is permitted. The scavenge pump system may have a maximum of one scavenge stage for every two pistons. V-block engines may not scavenge oil from the head or valley.

2.4.5.6: Cooling System

2.4.5.6.1: Provided that the stock method of cooling is retained, the cooling system is unrestricted, but the water radiator must remain in the approximate OE location. The stock drive type and location of the water pump must be maintained. The mounting angle of the radiator may be changed.

2.4.5.7: Other

2.4.5.7.1: All emission control devices may be removed and the resulting holes plugged.

2.4.5.7.2: Engine may be lowered 38mm (1.5") vertically from OE location. The OE location will be determined by the relationship between the top of the intake manifold and the top of the strut towers.

2.4.5.7.3: Engine mounts may be modified or replaced, provided that the engine is located in the specified position.

2.4.5.7.4: Friction reducing fluids, coatings and processes are permitted throughout the engine.

2.4.5.7.5: Insulation materials may be used on engine components and the chassis to control heat caused by the drivetrain. Any insulation material used shall conform to the general shape of the part(s) being insulated, shall not alter the external appearance of the car and shall not attempt to perform any non-permitted function.

2.4.5.7.6: With the following exceptions, fluid lines may be replaced and rerouted freely provided they are replaced with a suitable material. No line containing engine coolant may pass through the cockpit. No hydraulic fluid lines may have removable connectors inside the cockpit.

2.4.6: ENGINE MANAGEMENT, DRIVER AIDS, DATA ACQUISITION

2.4.6.1: Driver Aids. Mass produced technologies that are commonly available in current performance vehicles such as ABS, vehicle stability control, traction control, launch control, electronic brake distribution, no-lift shifting, electronically controlled shocks, etc. may be permitted.

Teams wanting to use such technologies must submit a VTS change

request along with documentation of how each system works.

If approved, each team will be required to declare the use of any of these types of technologies.
Engine management systems may be programmed to limit vehicle speed in pit lane to the 45 MPH maximum. The pit lane speed limiter shall be activated through a switch (e.g. toggle, push button), and the switch shall be labeled to indicate its purpose.

2.4.7: DRIVETRAIN

2.4.7.1: GT cars will have one set of gear ratios and two final drive ratios, or equivalent, approved. If the approved set of gear ratios listed on the VTS is other than the OE gear ratios, the stock OE transmission and ratios may be used. If the OE transmission and/or final drive ratios not listed on the VTS are used, the team shall declare to the TECHNICAL MANAGER in writing what OE ratios they are using. If the team chooses to upgrade to the ratios listed on the VTS sheet, they shall notify the TECHNICAL MANAGER in writing of their intent to change. Once the ratios listed on the VTS are used, the team shall not be permitted to revert to unlisted OE ratios. Once a set of gear ratios and/or two final drive ratios, or equivalent, has been decided upon, a different set of ratios may not be chosen until the end of the current season. For cars where it is unfeasible to change the final drive ratio, a second set of gear ratios may be chosen that are spaced equivalent to changing the final drive ratio.

2.4.7.2: Flywheel ring gear diameter must remain stock. Flywheels shall be ferrous metal, or aluminum, but are otherwise unrestricted. Titanium flywheels are not permitted. Clutch and pressure plate design and material is unrestricted.

2.4.7.3: Driveshaft and half-shafts may be aftermarket, but shall use the OE-type joints and materials as the stock part. Multi-piece driveshafts may be converted to a single-piece driveshaft utilizing the OE-type joints on each end of the driveshaft.

2.4.7.4: Gearbox mounts may be modified or replaced, provided that the gearbox is located in the specified location.

2.4.7.5: Friction reducing fluids, coatings and processes are permitted throughout the drivetrain.

2.4.8: SUSPENSION AND STEERING

2.4.8.1: Coil-over units may be added to supplement, or replace, OE springs. Attaching points may be reinforced.

2.4.8.2: Stabilizer bars are unrestricted, and may be added, removed, or substituted. Driver adjustable stabilizer bars are not permitted.

2.4.8.3: Suspension components shall be the stock OE pieces, but they may be reinforced. Heim joints are permitted on suspension components. Standard suspension bushings may be replaced with solid, or spherical bushings.

2.4.8.4: The spindle and/or outer joint on the a-arm and/or strut may be moved in order to correct bump steer caused by changing the vehicle ride height. These components are not limited to the 25mm of movement that applies to the suspension pick-up points located on the chassis.

2.4.8.5: The stock wheelbase is listed on each vehicle's VTS sheet. The actual wheelbase being used may be adjusted within the tolerances given due to pick-up point relocation, approved alternate control arms (if applicable), etc.

2.4.8.6: 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.

2.4.8.7: Power steering may be disconnected, an OE manual steering rack for that model may be fitted, an electric power steering pump may be fitted, or an OE electric-assisted steering rack may be used.

2.4.9: BRAKES

2.4.9.1: Rotors. One, or two, piece ferrous rotors with a maximum diameter of 380mm and minimum thickness of 30mm front, and 25mm rear. Cars that come from the manufacturer with non-ferrous brake rotor/pad material(s), such as ceramic or carbon, may continue to use those OE components.

2.4.9.2: Permitted GT Calipers

The standard production road calipers, any caliper with four (4), or less, pistons, and approved 6-piston calipers may be used. 4-piston calipers may use a maximum of four (4) pads per caliper. 6-piston calipers are limited to two (2) pads per caliper.

2.4.9.3: Approved 6-piston Calipers

Alcon (T/A-6) #CAR-8947, Alcon #CAR-8957, Alcon #CAR9549, AP #CP5555, AP #CP6060, Brembo #X99-E8, Brembo #X99-F7, Brembo #XA3.02.21/22 (this supersedes #X99-F7), StopTech ST-60, Wilwood #120-9398 (this supersedes #120-3030 & 120-3031).

2.4.9.4: Brake lines may be relocated, and rubber lines may be replaced with armored brake lines. Original equipment master cylinders and pedals may be replaced.

2.4.9.5: Brake duct inlets incorporated in the front spoiler as standard, or light openings, other than headlights, may be used to duct air to the front brakes. Additionally, brake ducts may be fitted into intermediate mounting surface of allowed splitter.

2.4.9.5: Water spray brake cooling systems may be used. Water mist may be sprayed into the streams of cooling airflow ducted/directed towards the brakes, or onto the components of the brake system. The amount of water carried for injection into the brake duct is limited to two (2) gallons. Water-cooled calipers are forbidden.

2.4.9.6: Brake cooling fans may be positioned in line with the brake ducts. If cooling fans are used in line with the brake ducts, additional brake cooling fans may be mounted on the chassis provided that they do not exceed the size of fan used in line with the brake duct.

2.4.9.7: Brake line locks, electric, hydraulic, etc., may be used to aid in holding the car in place during the standing start.

2.4.10: ELECTRICAL

Provided the regulations of this Article are complied with, the electrical system is unrestricted.

2.4.10.1: *The battery must be Optima brand, large enough to start the car several times without use of a jumper battery and driving slowly during the pre race ceremonies after leaving the teams paddock space.*

2.4.10.2: Batteries may be relocated, provided the location is protected in the event of a collision.

2.4.11: WHEELS

2.4.11.1: Magnesium alloy wheels maybe used.

2.4.12: FUEL TANK

2.4.12.1: Fuel tanks may be replaced with Fuel Cells.

2.4.12.2: Fuel Cells may be mounted in a different location than the stock fuel tank. If a team chooses to install the fuel cell in a different location than the stock fuel tank location, the team may leave the unmodified stock fuel tank in place to maintain underbody aerodynamic characteristics, or the team may remove the OE fuel tank and leave the resulting cavity open.

ARTICLE 2.5: GTS SPECIFIC TECHNICAL REGULATIONS

2.5.1: ENGINE

2.5.1.1: Exhaust System

2.5.1.1.1: Exhaust system is unrestricted, with the following exceptions:

2.5.1.1.1.1: Stock exhaust manifold must be used.

2.5.1.1.1.2: System must exit either behind the driver and extend to the perimeter of the bodywork, or at the stock location.

2.5.1.1.1.3: Vehicles must produce of a reading of 110 dBA or less on a Sound Test. See Article 2.10.1 for Sound Test procedures.

2.5.1.2: Flywheel ring gear diameter must remain stock. Flywheels shall be ferrous metal, or aluminum, but are otherwise unrestricted. Titanium flywheels are not permitted. *Stock diameter single disc clutch and pressure plate run no additional base weight. Stock diameter Dual disc clutch and pressure plate run an additional 50lbs on base weight.* Friction material is unrestricted

2.5.1.3: *Launch Control: Front wheel drive GTS cars are allowed launch control for the standing start of the race only*

2.5.2: TRANSMISSIONS

The X Trac model 426 transaxle is the only currently approved transaxle allowed for front wheel drive cars in GTS. The WC approved gear set must be used. (1st 3.00, 2nd 1.933, 3rd 1.500, 4th 1.263, 5th 1.111, 6th 1.000). Optional Final drive for each model is allowed on VTS. Engine must be in the OEM location.

2.5.3: BODY

2.5.3.1: Windshield may be replaced with 6mm (1/4") minimum thick Lexan, mounted in the stock location, at the stock angle and maintaining the stock profile. If using Lexan, the windshield must be clear and untinted.

2.5.3.2: Side and rear windows, not including the front door windows may be replaced by Lexan-type plastic material having a minimum thickness of 3mm (1/8"), but must retain the same shape, size, and location as the original glass. One NACA-duct may be mounted in each side window for the purpose of getting more air into the cockpit in order to cool the driver, direct air through oil coolers, etc.

2.5.4: BRAKES

2.5.4.1: Aftermarket ABS will be allowed as long as it is approved and listed on VTS. The street Teves system is the only system currently approved.

2.5.5: AERODYNAMICS

2.5.5.1: Front Splitter: A front splitter may be added with an exposed top surface of not more than 4.0", that does not extend more than 2.0" past the approved bodywork as viewed from above for the entire profile of the front fascia. The approved body work or front fascia does not include any bolt on extensions. The splitter shall be mounted flat, +/- 3-degrees, in relationship to the official scales. The 4.0" exposed top surface of splitter will be measured from the point on the approved bodywork that sticks out the furthest in the area directly above any point on the splitter and defined by the top surface of the splitter and a point 1.0" vertically from the splitter top surface. Splitters in GTS shall not extend laterally any further than the widest point of the front facia. Additionally, the splitters may not extend more than 50.8mm (2.0") The splitter shall consist of a single flat plane unless specified differently on the VTS sheet. The splitter shall have no vertical deviations, fences, etc., unless they are part of the production bodywork for street use. Splitter designs may incorporate openings for brake ducts provided it does not affect the standard body appearance. The allowed splitter may close out the underbody from the leading edge of the approved bodywork, back to the centerline of the front axle. The splitter may be mounted to the front fascia via a vertical intermediate mounting surface. Additionally, a maximum of four (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. Vertical pieces running from the back corners of the splitter up into the wheel well are permitted to support the corners of the splitter, but these vertical pieces shall not protrude laterally outside of the wheel wells.

2.5.5.2: Rear Wing: Each car model will have a wing specified on its VTS sheet

2.5.6: ELECTRICAL

2.5.6.1: *The battery must be Optima brand, large enough to start the car several times without use of a jumper battery and driving slowly during the pre race ceremonies after leaving the teams paddock space.*

2.5.6.2: *Batteries may be relocated, provided the location is protected in the event of a collision.*

ARTICLE 2.6: TC SPECIFIC TECHNICAL REGULATIONS

2.6.1: ENGINE

2.6.1.1: Exhaust System

2.6.1.1.1: Exhaust system is unrestricted, with the following exceptions:

2.6.1.1.1.1: Stock exhaust manifold must be used.

2.6.1.1.1.2: System must exit either behind the driver and extend to the perimeter of the bodywork, or at the stock location.

2.6.1.1.1.3: Vehicles must produce of a reading of 110 dBA or less on a Sound Test. See Article 2.10.1 for Sound Test procedures

2.6.1.2: Flywheel ring gear diameter must remain stock. Flywheels shall be ferrous metal, or aluminum, but are otherwise unrestricted. Titanium flywheels are not permitted. Clutch and pressure plate must be stock diameter. Friction material is unrestricted.

2.6.2: BRAKES

2.6.2.1: All Touring cars may upgrade to the WC approved StopTech 4 piston front brake package. StopTech will design a complete brake package for each type of car in the class, and will have a representative at every venue to offer technical support.

2.6.3: SUSPENSION

2.6.3.1: *TC cars with separate rear spring and shocks may convert to coil over, only if they can do so without modification to the chassis or suspension. If OEM separate spring mounting system is used, a spring height adjuster can be used in conjunction with the spring mounting system*

ARTICLE 2.7: TOURING CAR B SPECIFIC TECHNICAL REGULATIONS

These specifications are presented as an adjunct to the Manufacturer's Service Manual. They are not meant to supersede the information that is in the manual that legitimately applies to the make, model, and year of car with the exception of the following items: TIRE SIZES, RIM WIDTHS, SPRINGS, ANTI-ROLL BAR(S), and PERFORMANCE EQUIPMENT. In the case of the foregoing exceptions, the B-Spec Competition Rules will have priority. Voids or mistakes that may occur in the Showroom Stock Category Specifications (SSCS) do not allow you to change your vehicle to conform to the SSCS.

These specifications reflect the best information available at the time of publication. Any error found in this edition will be updated when reliable specifications are available from the manufacturer/manufacturer distributor or other sources recognized by SCCA®, Inc.

These specifications are part of the SCCA® Club Racing General Competition Rules (GCR) and all automobiles shall conform to GCR Section 9.

A. DEFINITION

The B-Spec Category shall be considered primarily as a form for themembership to race street stock automobiles. Eligibility of cars may be discontinued at any time, for any reason other than competitive stature. The proof of legality or illegality shall rest upon the protester and/or protestee.

NOTE: B-Spec category cars shall be in compliance with Federal Standards, specifically EPA certifications, and as specified for each automobile listed on its B-Spec Specification (SSCS) line and as permitted by these rules. A Shop/Service Manual or its equivalent for the specific make, model, and year of automobile is required to be in the possession of each entrant. Manufacturer Shop/Service Manuals may come

in the form of printed material, microfiche, CD, DVD, and/or Internet access to manufacturer website databases. It is the responsibility of the competitor to provide the electronic device capable of accessing the data for compliance verification. If Manufacturer Shop/Service Manuals are not available, then the competitor shall have a copy of the official SCCA® Vehicle Technical Sheet (VTS) with them at every event and shall present it for reference when officially requested. The manual is intended to aid SCCA® Technical Scrutineers in identifying parts and the configuration of the automobile. Overhaul procedures that in the slightest way would increase performance are not to be utilized (e.g., milled heads/blocks, porting, etc.). Blueprinting and balancing are inconsistent with the philosophy of this class and are not permitted.

B. AUTOMOBILE ELIGIBILITY

Only those cars listed each year are eligible to compete. Cars classified will be approved by EPA and DOT for sale in the United States. They shall be models available to the general public for purchase. Cars will be eligible for competition from the time they are classified until the end of the twelfth calendar year of competition of the latest model year listed on the specification line. Additions and deletions of automobiles shall be at the discretion of the SCCA®. The vehicle identification number (VIN) shall correspond with the model automobile classified. At least one VIN plate or stamping shall remain in place on the dashboard or chassis that corresponds with the model automobile classified.

C. CLASSIFICATION

Classifications of automobiles eligible for competition will be reviewed on an annual basis and will be effective as of January 1st.

D. TECHNICAL AND SAFETY ITEMS

The following represent the only safety items and modifications permitted and required on automobiles involved in B Spec competition. Cars must meet comply with the GCR and the SSCS. The addition of safety items not specifically listed is not permitted. No permitted component/modification shall additionally perform a prohibited function.

1. Roll cages shall be contained entirely within the driver/passenger compartment and must comply with GCR Section 9.4, Roll Cages for GT and Production Based Cars.

2. Installation of a fire extinguisher or fire system as specified in GCR Section 9.3, Fire System.

3. Installation of a safety harness system as specified in GCR Section 9.3, Driver's Restraint System.

4. Cars with sunroofs must be retained on the vehicle and securely bolted in place unless operating rails adequately secure the panel.

5. All cars shall run with both front door windows fully open (down) and shall have a driver's side window safety net per GCR Section 9.3, Window Safety Nets. Any cars where a window safety net cannot be installed, arm restraints shall be used. Arm restraints are not an acceptable substitute for window nets in other cars. Window safety nets shall be mounted in such a manner to provide protection in the event the driver's door opens. Rear windows shall be run in the closed (up) position.

6. Passive restraint systems shall be deactivated.*

7. Air bag systems shall be disarmed and may be removed.* If so equipped, the rolling door lock mechanism may be deactivated by unplugging the components.

8. The driver's seat (only) shall be replaced with a one-piece, bucket-type race seat. Standard seat tracks/brackets may be modified, reinforced, and/or removed to facilitate replacement mountings provided they perform no other function.

9. Steering lock mechanisms may be removed or disabled.

10. An electrical master switch may be installed.

*If car is used on public roads, these items should be replaced, reactivated, rearmed, etc. when not in competition.

E. VEHICLE PREPARATION

The following represents the only items authorized in the preparation of a vehicle for B-Spec competition other than safety items as required in Section 9.1.7.D, Technical and Safety Items. Modifications shall not be made unless specifically authorized herein. No permitted component/modification shall additionally perform a prohibited function.

1. Appearance shall be neat and clean. Automobiles that are dirty either externally or in the engine or passenger compartments, or that show bodywork damage or that are partially or totally in primer, or that do not bear the prescribed identification marks shall not be approved for competition. Vehicles may be painted any color(s).

2. Towing eyes per GCR Section 9.3, Towing Eyes, shall be fitted.

3. Hubcaps, wheel trim rings, jack, and tools shall be removed.4. All mud flaps shall be removed.

5. Spare wheels and tires may be removed. Spare tire covers and trunk mats and/or trunk carpeting shall be removed if they present a hazard as a loose flying or flapping object.

6. All adjustments shall be at the manufacturer's specification and/or within the manufacturer's specified tolerances.

7. Tires: Maximum tire size shall be 205/50/15. Tires must conform to GCR Section 9.3.45, Tires. All tires shall be offered for sale over the counter through the tire manufacturer's dealer network. The brand of tire and tire pressures are unrestricted.

8. Wheels: Required minimum wheel/rim diameter is fifteen inches (15"). Maximum wheel/rim width is seven inches (7"). Minimum Wheel/rim weight shall be 13 lbs. All wheels shall be of one-piece metal castings. All four wheels must be the same dimensional offset. Aftermarket wheel studs and/or wheel bolts are allowed. Wheel bolts may be replaced with studs and nuts. Wheel spacers are not allowed. Wheels are permitted any offset provided the tire tread (that portion of the tire that contacts the ground) does not protrude beyond the fender opening when viewed from the top perpendicular to the ground.

9. Radio/stereo audio equipment and air conditioning refrigerant systems are the only options permitted and may be non-manufa turer, standard equipment or as shown for each car in the SSCS. Two way radios may be used. Hand controls are allowed in those instances where the driver can demonstrate the physical need for them.

10. Fuel, coolant, oil fluid hoses and clamps, oil filters, fuel filters, and belts (fan, alternator, etc.) may be substituted with others of equivalent manufacturer's specifications.

11. Brake fluid: May be substituted with other equivalent manufacturer's specification.

12. Lubricants: Lubricants may be substituted with any lubricant. Additives are unrestricted.

13. Spark Plugs: Authorized spark plugs listed in spark plug manufacturer's application charts, owner's manual, manufacturer's shop/service manual, or equivalent justified by one cross reference chart. Use of resistor- or non resistor spark plug allowed.

14. "Special performance" specifications from the manufacturer that go beyond those listed on a specification line for a car will not be considered valid. Any manufacturer determined to be supplying false specifications to competitors or to SCCA will be advised that the specifications shall be withdrawn and/or the eligibility of the car(s) involved will be terminated. The SCCA® Club Racing Board (CRB) is authorized to implement these terminations on an immediate basis without Board of Directors (BoD) approval. In the case of service circulars, recalls, etc., the burden of proof of validity will be upon the competitor.

15. Ride height: Minimum ride height is six (6) inches, to be measured without driver at the lowest point of the rocker panels, but notto include welded seams or fasteners. A vehicle may have a ride height listed it the spec line, the competitor must conform to the spec line.

16. Batteries may be replaced with those of alternate manufacture provided they are of similar amp hour (Ah) capacity and weight. Battery must remain in stock location. Additional hold-down brackets are allowed.

17. Weight: The minimum weight as listed on the B Spec line is with driver and required ballast. If a cool suit system is utilized, the cool suit system shall be weighed with the car as it came off the track.

18. Fuel: Only the fuel type specified by the owner's or manufacturer's shop/service manual may be used. Refer to GCR Section 9.3, Fuel, for permitted fuel specifications.

19. Removal of Air Conditioning System: The manufacturer's or aftermarket air conditioning system may be removed Items that serve a dual purpose, such as the alternator/air conditioning compressor bracket, may not be substituted. Idler pulleys and belts may be substituted as needed when compressor is removed.

20. Removal of radio and speaker components is permitted. Removal of horn and cruise control system is permitted.

21. A radiator screen of minimum one-fourth inch (1/4") mesh may be added in front of the radiator and contained within the bodywork.

22. Air filter elements may be substituted with other air filters of equivalent specifications and fit in the standard location with no modifications. The filter element must be substantiated by a minimum of one (1) manufacturer cross-reference for specific vehicle application.

23. Any brake pad or lining may be used.

24. Standard replacement brake rotors/drums may be obtained from sources other than the original manufacturer provided they are the exact equivalent.

25. SCCA® Technical Services may approve the use of automatic transmissions and/or hand controls on a case-by-case basis.

26. Interior mirror(s) may be replaced with a multi-panel type mirror, but shall not extend beyond the confines of the interior.

27. Any part of the exhaust system beyond the catalytic converter(s) may be replaced provided:

A. Said replacement system retains the same original configuration, e.g., routing, single, dual, etc.

B. The system exits from the body in the same approximate location(s) as the original. When an original equipment single exhaust system is cosmetically split into dual outlets, it is permitted to continue as a single system provided it exits in approximately the same location as one of the originals.

C. The system meets all appropriate event-specific sound level requirements.

28. Aftermarket steering wheels, and their required mounting modifications, are permitted. Removable steering wheels are permitted.

29. Lap Timing and Data Acquisition Devices that perform no function other than to relay lap times to the driver (Longacre Hot Lap,Intercomp Lap Timer, etc.) are permitted, along with the required mounting hardware and connections. Stand-alone data acquisition systems (GPS or accelerometer-based) are allowed. One connection from the OBD2 port to the stand-alone data acquisition system is permitted. No additional sensors may be added and the data acquisition system must not tie into the vehicle electronics in any other manner beyond this allowance. The SCCA may install a standalone data box in a competitor's car at any time. Refusal of the installation of the data box will result in disqualification. Analog (needle type) gauges for oil pressure, oil temp and water temp may be added as long as they are not tied into the vehicles ECU in any way. Stand alone shift lights may be added.

30. Sunroofs, Targa tops, and T-tops are only permitted if installed by the manufacturer of the vehicle. If installed they must be retained in the closed position and securely bolted in place unless the operating rails

adequately secure the panel. Glass panels are permitted. Glass panels may be replaced with a ferrous metal panel. Components (motors, cables, rails) may be removed provided the panel is securely retained.

31. Hatchback "privacy covers" must be completely removed.

32. Cosmetic plastic engine covers may be removed.

33. Original brake hoses may be replaced by braided stainless steel brake lines.

34. Interiors may be removed including seats, seat brackets, carpet, carpet padding, OEM seat belts, interior trim, and headliners. Original radio/stereo audio equipment and air conditioner refrigerant systems may be removed. Heater cores, hoses, and all duct work must remain except duct work under seats.

35. Maximum 2.5 degrees negative chamber is allowed on front and rear suspensions. Strut suspensions may decamber wheels by the use of eccentric bushings at control arm pivot points, by the use of eccentric bushings eccentric bolts (crash bolts) at the strut-tospindle, and/or by use of slotted adjusters at the top of the strut mounting plate. If upper strut slotted plates are used, they shall be located on existing chassis structure, utilizing the manufacturer's original bolt holes and may not serve as reinforcement for that structure. On other forms of suspension, camber adjustment may be achieved by the use of shims and/or eccentric bushings.

36. Suspension: Competitors must use the OEM suspension or the upgraded manufactures suspension kit in its entirety. Competitors must use the OEM bump stops or the bump stops provided in the manufactures kit. If a manufacture does not have a kit, then an individual competitor can request a kit. The requested kit must meet the following criteria: Any non-adjustable shock absorber intended for the specific make, model, and year car is allowed. The shock absorber must be installed in the original mounting location. Remote reservoir shocks are not permitted. Any springs up to a maximum spring rate of 500 pounds may be used. The spring must be installed in the original location. Threaded shock bodies or adjusters may be used.

37. ECU/PCM: OEM ECU/PCMs is required. Manufactures may provide an approved ECU/PCM re-flash for off non road use. Manufacturers may provide a stability control override procedure or module.

38. B Spec front and rear toe settings are free. Rear toe adjustments may be achieved by the use of shims.

F. COMPETITION ADJUSTMENTS

If ballast is required as a competition adjustment or to compensate for a driver's weight, ballast may be added.

1. All additional ballast shall be securely mounted in the passenger side of the vehicle, aft of the firewall (including any footwell angle), and forward of the rear seat(s) unless otherwise so allowed on the vehicle B Spec line. Passenger side weight box is recommended. Weight box shall be fastened to the passenger side seat mounting points.

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

3. Each segment shall be fastened with a minimum of two (2) one-half inch (1/2") bolts and positive lock nuts of SAE Grade 5 or better, and shall utilize large diameter, load distributing washers.

4. If a weight boxes is not utilized, holes may be drilled in the passenger footwell floorpan for the purposes of mounting the ballast (only), and said floorpan may be reinforced as required for the same purpose. If sufficient competition adjustments cannot be achieved safely with ballast, intake restriction may be specified. This will be listed on the cars SSCS line.

ARTICLE 2.8: SAFETY

Vehicles must pass a technical inspection as specified in Appendix B.

2.8.1: CHASSIS

2.8.1.1: All cars shall have a full roll cage meeting the requirements set forth in Appendix J, with the following additions and exceptions.

2.8.1.1.1: The attachment points permitted in Appendix J, other than those for the main hoop, may go to, or pass through, the floor in the area of the sub-frame mounting points to reinforce those areas. This does not permit any attachment points to extend rearward past the shock towers.

2.8.1.2: All cars must have one (1) front and one (1) rear permanently installed towing eyes/straps/cables, with a minimum hole diameter of 50.8 mm (2"). The apparatus shall be strong enough to pull the vehicle out of a gravel trap. This means that the towing apparatus must be able to withstand the weight of the car and the gravel that gets picked up, approximately 5000 lbs. total. If the towing apparatus is located more than 305 mm (12") above the ground, it shall not be rigid enough, in the area between the structural part of the chassis and the bodywork, to cause any damage, other than superficial, to another car. Towing eyes that stick out of the bodywork shall either be hinged to create a blunt surface, or thin enough that it will bend if it comes in contact with metal bodywork of another car.

2.8.1.2.1: The towing apparatus must be positioned in such a way that:

- They are easily accessible should the car be stopped in a gravel bed.
- They do not protrude beyond the perimeter of the bodywork greater than 1" as viewed from above.
- They are easily accessible without removal, or manipulation, of bodywork.

2.8.1.2.2: The towing apparatus must be clearly visible with the loop painted in, or the strap material woven in, a strongly contrasting color. There shall be an arrow that contrasts strongly with the vehicle paint scheme, pointing to each tow eye/strap/cable.

2.8.1.3: The OE fire wall 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 fire wall must be of the minimum size for the passage of controls and wires, and must be completely sealed.

2.8.2: COCKPIT

2.8.2.1: An on-board fire extinguishing system must be installed per Appendix C.

2.8.2.2: A driver restraint system must be installed per Appendix G.

2.8.2.3: Window and Right Side Nets must be installed per Appendix H.

2.8.2.4: Two (2) OEM mirrors for the correct vehicle make and model (left and right) are required, and must be mounted in stock location and must be positioned so that the driver can see objects along both sides of the vehicle. Interior mirror may be replaced with a multi-plane type mirror, but must not extend beyond the confines of the interior.

2.8.2.5: The following items must be removed:

Carpet and padding, insulation or sound proofing materials.

Spare tire, tool kits, and any removable covers or attaching hardware associated with these items.

Supplemental Restraint System (SRS)

2.8.2.6: A drivers seat must be installed per Appendix K.

2.8.2.7: The chassis shall not be modified to make additional clearance for the driver's seat. The driver's seat shall be located in the same lateral location as the OE seat. The driver's seat shall be located longitudinally so that the center line of the back of the seat, at the height of the driver's shoulders, does not break an imaginary vertical plane

located at the front of the rear seat platform. On two seat vehicles the seat back may go back to the OE rear bulkhead, package tray, etc. It is recommended that the floor be reinforced in the areas where the seat is mounted to the chassis. Vehicles with a non-metallic floor shall add tubing elements, with a minimum wall thickness of .090", connecting metallic parts of the chassis, or within the cage structure, to mount the seat to.

2.8.2.8: 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.

2.8.2.9: 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.

2.8.2.10: 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 457mm (18") above the floor pan. No bulkhead(s) shall cover the rear foot wells. Any bulkhead used to cover fuel lines must be constructed out of a fuel and fire resistant material, such as metal.

2.8.2.10.1: Sedan Body (four door) & Hatchback Body (three door) - Any bulkheads positioned in front of the plane determined by the OE 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.

2.8.2.10.2: Coupe Body (two door) - Any bulkheads positioned in front of the plane determined by the OE rear seat back, if applicable, may extend laterally from one side of the chassis to the other.

2.8.3: BODY

2.8.3.1: Three (3) metal safety clips (75mm x 25mm x 3mm) shall be bolted, or riveted, to the body at the top of the windshield. Two (2) clips (same dimensions as above) shall be bolted or riveted to the cowl and extend over the bottom edge of the windshield. Clips must be spaced at least three hundred millimeters 300mm (11.8") apart. If a Lexan windshield is mounted with multiple, evenly spaced, screws around each side of its perimeter, metal safety clips are not required. If a DOT spec glass front window is used in conjunction with the OE method of mounting, safety *clips* are recommended, but not required

2.8.3.2: All windows shall be clear and untinted**.** The rear window must be secured by two (2) additional straps (25mm wide x 3mm thick), 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 OE method of mounting, safety straps are recommended, but not required.

2.8.3.3: All of vehicle's doors must be able to be opened from both inside and outside of the vehicle.

2.8.3.4: A minimum of two (2) hood pins, equally spaced across the front of hood, are required within 24" of the leading edge of the hood.

2.8.3.5: All brake lights shall illuminate simultaneously when a reasonable brake pedal pressure threshold is reached. There shall not be any time delay between the time that the brake light switch activates and the time that the brake lights illuminate.

2.8.3.6: Any glass headlights, driving lights, or side marker lenses must be taped with clear tape.

2.8.4: ENGINE

2.8.4.1: 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.

2.8.4.2: 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" steel, or .059" aluminum. This is in addition to the 10mm thick crushable structure that is required in Article 2.8.4.1. The floor of the enclosure must be designed to prevent accumulation of fluids.

2.8.4.3: Cars using a wet-sump oil system shall safety wire the oil drain plug, or in some other way secure the oil drain plug, to prevent the plug from accidentally coming out.

2.8.4.4: Glycol-based coolants are not permitted. Additionally, any other coolants that significantly reduce the friction properties of the track beyond what plain water does are not permitted.

2.8.4.5: Engine vent or breather lines, and coolant overflow lines, must meet requirements in Appendix F.

2.8.5: DRIVETRAIN

2.8.5.1: It is required on cars that the flywheel plane crosses the drivers body, to use an SCCA Pro Racing approved form of clutch / flywheel scatter protection listed in Appendix E.

2.8.5.2: When applicable, two (2) steel, 360-degree loops of sufficient strength must be 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 and cross members may also be utilized to provide this protection.

2.8.5.3: Vents and breather lines must meet requirements in Appendix F.

2.8.6: SUSPENSION AND STEERING

2.8.6.1: Steering lock mechanisms must be removed.

2.8.6.2: A collapsible steering column shall be used. Most current OE steering columns have at least two (2) universal joints in them that would allow the steering column to fold on impact. This type of design (at least one (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.

2.8.7: BRAKES

2.8.7.1: Pressurized brake fluid lines must be metal, metal shielded, or bulkheaded.

2.8.8: ELECTRICAL

2.8.8.1: A Master Electrical Cut-Off Switch must be equipped per Appendix D.

2.8.8.1: The battery shall be mounted within a spill proof, non-conductive, battery box, or completely bulkheaded from the cockpit. A battery box that is normally electrically conductive may be coated, or lined, with a non-conductive material to meet this rule.

2.8.9: WHEELS

2.8.9.1: Wheel studs must have some threads extending beyond the lug nut. Wheel studs cannot extend beyond the inside edge of the wheel rim.

2.8.9.2: 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.

2.8.10: FUEL TANK OR CELL

2.8.10.1: If the stock fuel tank is not located between the axle center lines and within the main chassis structure (i.e. frame rails), then the stock fuel tank must be replaced with a Fuel Cell.

2.8.10.2: If required, Fuel Cells must comply with Appendix I.

2.8.10.3: Proper bracing to protect fuel cells in the event of a rear-end crash is required. If a fuel cell is installed in the rear hatch/rear trunk area, the OE 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.

2.8.11: DRIVER SAFETY EQUIPMENT

2.8.11.1: Driver Safety Equipment is required per Appendix L.

ARTICLE 2.9: COMPETITION CONFIGURATION

2.9.1: TRANSPONDERS

2.9.1.1: Cars competing in the World Challenge Series shall have their transponders mounted a maximum of 61cm (2ft) above the track surface and a maximum of 61cm (2ft) behind the forward edge of the front bumper. Note: the closer to the track surface a transponder is mounted the more consistent the signal will be.

2.9.1.2: Once a transponder is installed in a vehicle chassis, it shall remain with that vehicle chassis for the remainder of the season.

2.9.1.3: Any cars using a hard-wired transponder shall wire it into the master electrical switch, with no other switches inline.

2.9.2: TIRES

2.9.2.1: *All tires must be purchased from an Official Tire Supplier.*

FRISBY PERFORMANCE TIRE
15538 PRAIRIE ROAD
SOUTH BELOIT, IL 61080
1-800-7980-7201

Tires must be used unmodified, as supplied by an Official Tire Supplier. Filing, buffing, or any other disguising of tire sidewall is prohibited. The use of tire warmers, chemical treatments, or any means to artificially enhance tire performance is prohibited.

2.9.3: FUEL

2.9.3.1: The official gasoline for the World Challenge series is Sunoco 260 GTX unleaded. This fuel has an octane rating of 98. Any teams with further questions may contact Mike Miller with Sunoco at (610) 859-1644. Alternate fuel vehicles, those using fuels/power sources other than gasoline, will have their suppliers approved by SCCA Pro Racing.

2.9.3.2: The use of any gasoline other than the specified Sunoco fuel is strictly forbidden. Additives are not allowed. Any violation of this section may result in disqualification, loss of all points and money earned at that event, and a fine of up to $10,000.00.

See Article 2.11.5: for Fuel Testing procedures

The requirements in the following section are designed to help SCCA Pro Racing officials monitor the performance of each car to insure compliance and maintain parity. To assist the teams, WC has agreements with the suppliers of these monitoring systems to insure fair pricing, and which also require them to be available at each venue to assist the teams be in compliance with these requirements.

2.9.4 : GPS MONITORING

2.9.4.1: All vehicles are required to have a Race Keeper video and data recording system installed. The system is available from Race Keepers online store at http://www.race-keeper.com/store. Contact Steve Hoelscher with questions: 904-315-7121 shoelscher@trivinci.com It is required that the Race Keeper system must record Video, accelerometers, lap times, RPM, and Boost (if the vehicle has a turbo or super charger).

2.9.4.2: The Race Keeper system must be installed inside the cockpit, as close to the center of gravity of the vehicle as possible. It is the team's responsibility to ensure video and data is collected after each session on the track and that the system functions properly.

2.9.4.3: The system must be wired to the vehicle master electrical switch, such that the system is supplied with power whenever the master switch is turned on .

2.9.4.4: The system may record video from more than one camera onto the memory card.

2.9.4.5: WC will provide the teams with four flash memory cards for use with the Race Keeper system. WC will own the cards, but the teams may download the data off the card before turning it in to WC Technical.

2.9.4.6: At the beginning of an event the series officials will provide teams with four memory cards for their cars. During any official session each car must have the correct memory card installed. The memory card must be deposited in the SD card box at the series transport (tech) within 60 minutes of the end of the session.

Teams may copy the contents of the memory card during this 60 minute period, but shall not alter the contents of the card in any way.

2.9.4.7: The primary camera shall be mounted on the roof and pointed forward , in a position that allows it to record the track ahead of the car. The camera shall record objects at heights ranging from 22inches to 52 inches, 60" from the front of the car. Cameras must be mounted such that they do not vibrate excessively while the car is on the track. Cameras must be mounted right side up, such that the recording is not upside down or sideways. All cameras and recording units must be mounted rigidly to the car such that they will withstand a sustained 25-g deceleration.

2.9.4.8: A second camera must be mounted in the center of the main hoop of the roll cage and must clearly show the steering wheel and dash

2.9.4.9: Race Keeper will have a limited number of video systems available for rent. Contact Steve Hoelscher in advance to make a reservation.

2.9.5: RECORDING BOOSTED CARS

2.9.5.1: An AEM 3.5 bar Map sensor (AEM part # 30-2130-50) must be purchased and installed in the intake manifold at a location specified on the VTS or by the technical manager. The Map sensor must only be connected to the Race Keeper and cannot be used for any other purpose.

2.9.5.2: The AEM 3.5 Bar MAP sensor can be purchased from a number of sources including Summit Racing at http://www.summitracing.com

2.9.6: TECHNICAL INFORMATION

Competitors are required to have the Factory Service Manual and Parts Catalog, or approved alternate, for the year, make, and model of their vehicle in their possession at each event, along with a way to view the information if it is on microfiche, cd, etc. Additionally, all teams shall have a copy of the current PRR, Appendix A, and VTS sheets for their car(s). It is the responsibility of all teams to obtain these items from the Series Website, or TECHNICAL MANAGER.

ARTICLE 2.10: WEIGHT

2.10.1: WEIGHT

2.10.1.1: SCCA Pro Racing will publish a Base Weight for each eligible vehicle make and model. Base Weights will be listed in Appendix A, and will apply to the vehicle with driver as it comes off the racetrack.

2.10.1.2: Each Car/Driver Combination will have a Minimum Race Weight, which is calculated as follows:

Minimum race weight = base weight + REWARDS weight +/- weight exceptions

Minimum Race Weights for each Car/Driver Combination will be available at the SCCA Pro Racing trailer at each event.

2.10.1.3: REWARDS weight must be located in the passenger foot well / seat area (within passenger seat mounting holes) and allow the installation of seals by the technical inspectors. The REWARDS weight must serve no other purpose or function. The full amount of rewards weight shall be in place, if required, even if the vehicle is above the Appendix A base weight. Ballast shall be attached in such a way that tools are required for its removal.

Additional Ballast weight maybe placed in the same location as any required REWARDS weight. However any ballast placed in the same location as REWARDS weight must be capable of being weighed separately from the REWARDS weight.

2.10.1.4: Adding to the car during qualifying, or the race, of any solid material whatsoever, or the replacement during practice, qualifying, or race sessions of any part of the car with another which is materially heavier, or lighter, is forbidden.

2.10.1.5: Cars shall meet the Minimum Race Weight with the driver. The driver should be present, but a team member of similar weight may be used as a substitute if the driver is occupied with interviews, podium ceremonies, etc.

2.10.1.6: An official driver weight, with driving equipment on, will be taken and kept on file so that each car can be weighed without the driver by using a surrogate. However, if the weight of the car is within +/- 5 lbs of the race minimum weight, the actual driver must get into the car with his driving gear to get a more accurate weight. A car/driver may be penalized if the driver is needed to get an accurate weight, but he has left the track prior to his car being weighed.

2.10.1.7: Crew Chiefs must declare what "weight exception" items, if any, that they are taking advantage of prior to the first practice. If something changes once the official sessions start, the crew chief must re-declare these items.

2.10.1.8: The following list of Professional Racing Series will be referenced in other Articles:

American Le Mans Series, ASA stock car racing, Australian PROCAR, Australian V8, British GT Championship, British Touring Car, Can-Am, CASCAR, Danish Touring Car, FIA European Touring Car Championship, FIA GT, FIA Sportscar Championship, FIA Touring Cars, Formula 3000, Formula Nippon, Formula One World Championship, Formula Palmer Audi, German Touring Car, Grand-American Cup, Grand-American Endurance Championship, Grand-Am Rolex Sports Car Series, IMSA Lights, Indy Racing League, IPOWERacing Dash, JGTC, Koni Challenge, Le Mans Endurance Series, NASCAR Sprint Cup, Nationwide, Truck, Elite Division, Touring, Porsche GT-3 Cup, Porsche Supercup, Trans-Am Series, USAC Midget, Sprint Cars, Silver Crown.

2.10.2: DRIVER REWARDS SYSTEM

2.10.2.1: Rewarding of Equalizing Weight Assigned to Reduce Driver Sensitivity (hereafter referred to as REWARDS) is a system which is intended to provide closer on-track racing competition within the individual classes of the WORLD CHALLENGE Series. It is based on adding/removing weight to/from the individual car and driver combination according to actual finishing position in each WORLD CHALLENGE Series *race*.

2.10.2.2: *The total REWARDS weight assigned to any driver based on previous race finishes may not exceed 5% for TC and 7% for GT and GTS*. REWARDS weight will be subtracted per the schedule until the REWARDS weight equals ZERO (0).

2.10.2.3: Drivers competing in more than one class will have REWARDS weight calculated and assigned individually for each class.

2.10.2.4: A weight change will be effective for the next WORLD CHALLENGE Series race in which the driver competes within the same class. Driver weight assignments per the REWARDS system will be recal-

culated and published after each WORLD CHALLENGE Series race. Required REWARDS weight must be placed below the drivers name on the front and both sides of the car, in the same size lettering. (Example +62 #, or +62 lbs).

2.10.2.5: *Driver's REWARDS weight (in lbs) will be added or removed based on a percentage of base weight =/- weight exceptions.*

GT	1st	2nd	3rd	4th	5th	6th	7th+
	+2.25%	+1.5%	+.75%	0%	-.75%	-1.5%	-2.25%
GTS	1st	2nd	3rd	4th	5th	6th	7th+
	+2.25%	+1.5%	+.75%	0%	-.75	-1.5%	-2.25%
TC	1st	2nd	3rd	4th	5th	6th	7th+
	+1.5%	+1.0%	+.5%	0%	-.5%	-1.0%	-1.5%

REWARDS weight will not be added or removed for any driver in a class with fewer than 8 finishers.

2.10.2.7: *Following the third round , any driver entering their first race of the season in that class shall carry REWARDS weight equal to the highest percentage carried in that car model at that race.* At subsequent races, the driver will add to, or subtract from, the weight he is required to carry under the normal rules governing REWARDS Weight.
Rookies, as defined by the PRR, as well as any driver (rookie or otherwise) who has not won a race in any Professional Racing Series listed in Article 2.10.1.8 in the five seasons preceding the current season, shall be exempt from this rule.

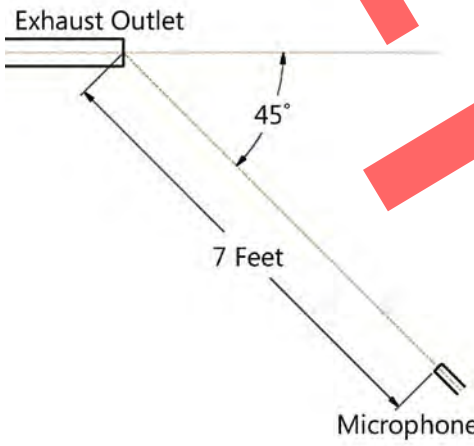
SCCA Pro Racing may waive the addition of weight for a driver entering his first race of the season after the first three races when it is deemed that having that driver compete in a World Challenge race is beneficial to the series. This may also be applied to a car/driver combination where the car is new to the series.

ARTICLE 2.11: TECHNICAL PROCEDURES

In addition to the General Technical Procedures in Article 1.4.4, the following technical procedures apply to WORLD CHALLENGE races.

2.11.1: SOUND TEST

2.11.1.1: Sound levels will be measured with the vehicle stationary. A microphone will be placed 533mm (21in) off the ground, seven feet from the exhaust outlet, at a 45 degree angle to the outlet in the horizontal plane.



2.11.1.2: The vehicle's engine speed will be held constant at 65% of

the maximum engine speed limit listed in Appendix A, rounded to the nearest 500 rpm, while a sound measurement is taken.

2.11.1.3: If a vehicle has multiple exhaust outlets, the test will be repeated for each outlet, and the highest value will be used.

2.11.2: When the ride height and wing location is measured the tire pressures shall be set at 34 psi. A standard pressure gauge will be provided at tech so that all teams will be measured to the same standard. Teams that wish to use only compressed nitrogen in their tires must be prepared to adjust their tire pressures at tech. The wing and splitter will be measured without the driver in the car as long as the car still is above the minimum race weight. Cars will be inspected with whatever fuel is left on board. However if a car can not satisfy one of the requirements for the splitter, wing or ride height the team will be given the opportunity to pump out the fuel tank and the car will then be rechecked to see if that particular measurement will pass with an essentially empty fuel tank.

If the team suspects that the measurement failure is caused by damage to the chassis, suspension, etc. they will be permitted to investigate the failure in parc ferme while under observation by series officials. Allowances may be given if a car has severe body damage, chassis damage, or suspension damage that would affect the measuring of these items.

Cars must meet the minimum ride height requirements whether rain or dry tires are used.

The splitter protrusion will generally be measured at five (5) key points. Those five (5) key points will consist of the centerline of the car, the approximate center of each front corner, and each end of the splitter in front of the front tire. This does not allow for the areas of the splitter between the key points to stick-out more than specified in Article 2.6.4.1.

2.11.3: All engines will be sealed prior to qualifying in order to verify that the engine used to qualify is the engine used to race. The oil pan, each valve cover, the cam cover if necessary, and the restrictor plate if applicable, will be sealed during the annual inspection of a vehicle. Once the engine is sealed, if a team needs to break a seal to perform work on the engine, either prior to qualifying or after the event, the team must fill out a seal request form listing which seal(s) need to be replaced prior to the next World Challenge qualifying session that the vehicle will take part in, so that a new seal(s) may be installed. Teams shall check the VTS sheet for their vehicle for the specified locations that the engine seals will be installed in. Teams participating in the electronic sealing program need to notify the technical staff when they change engines so the seal log may be updated. They may do this by submitting one of the seal request forms.

Teams are asked not to remove the SCCA Pro installed wire seals unless they need to perform maintenance on their engine between events. Once the results for an event are final, no retroactive technical penalties will be issued. The exception to this rule would be if a team requests, and the TECHNICAL MANAGER agrees, to inspect a team's parts at a location other than during the post-session inspections at the track due to time constraints, weather, etc.

2.11.4: Teams are strongly encouraged to take part in the World Challenge Electronic Sealing Program. Teams taking part in the electronic sealing program will generally be exempt from having their engine internals torn down and inspected at the track. Engines may be torn down at the track under extenuating circumstances, such as suspected seal tampering, etc. Teams wanting to take part in the electronic sealing program should contact the TECHNICAL MANAGER for details.

2.11.5: FUEL TESTING

Fuel will be tested as directed by the TECHNICAL MANAGER. When a fuel sample is drawn from a car, the sample must be the same color as the fuel supplied. Fuel will be tested utilizing the Authentix LSX 1000 test system and any other method deemed appropriate by the TECHNICAL MANAGER. All fuel will be tested against a sample taken from the supplier at the individual tracks. Although the fuel is very similar from batch-

to-batch, it can vary some. Therefore, teams should use the fuel from the supplier at the track. The point-of-purchase of the fuel will be irrelevant as to whether a fuel passes the official test, or not.

2.11.6: STALL TEST

2.11.6.1: If a team has an intake air system that does not consist of a single round throttle body, that team shall provide a sealing device designed to work with their particular intake air system to the SCCA Pro Racing officials upon request in order that a stall test may be performed. This device must contain an AN-3 male standard fitting for the purpose of measuring the air pressure during the stall test.

2.11.6.2: Blockage of the intake air flow must lead to rapid stalling of the engine caused by lack of air flow. The stall test will performed as follows;

1) All air pressure and metering sensors in the intake system shall be disconnected.
2) Each car shall demonstrate the ability to idle, unassisted, at less than 2200 rpm for at least ten (10) seconds. Once the team has started the car and it is idling, all team members shall step away from the car.
3) Once the car has demonstrated its ability to idle, an SCCA Pro Racing official will rev up the engine and hold it between idle and 2500 rpm, and then signal for the stall test to begin.
4) Once the seal plate and pressure gauge are placed over the throttle body/intake opening the engine must rapidly stall. The pressure drop must be equal to ambient pressure, minus 150 mbar, as indicated on the pressure gauge. The pressure drop must be maintained for a minimum of 0.5-seconds.

2.11.6.3: Prior to performing the stall test, no work may be done to the car with the exception of fitting an adapter for the stall test seal plate. If a car does not start/idle on the first attempt, it will be allowed to sit and cool-off for approximately 20-minutes. Each car will be allowed a maximum of three (3) attempts, within a 45-minute time frame, to start, idle and have the stall test performed. Cars that demonstrate a failure while on track that may affect the performance of the stall test (e.g. a dropped valve) may be exempted from the stall test if the failure can be verified. This does not include damage that may occur during the cool-down lap, or any "victory" celebrations.

2.11.7: MANIFOLD PRESSURE LIMIT ENFORCEMENT

The following articles will be enforced using data collected from the GPS Monitoring system.

2.11.7.1: The following constants will be defined for forced induction vehicles in Appendix A or the vehicle's VTS sheet:

Constant	Symbol	Units
Base Manifold Pressure Limit	MP_{BASE}	millibar
Over Shoot Time Limit	T_{OS}	millisecond
Tip In Time Limit	T_{TIP}	millisecond
Tip In Throttle Rate	$RATE_{THROTTLE}$	percent/second
Lap Over Boost Time Limit	T_{LAP}	percent

2.11.7.1.1: The Base Manifold Pressure Limit may be defined as a function of Engine Speed (rpm).

2.11.7.2: The Altitude Correction Factor (ALT) will be defined for each event as follows:

Track	Altitude Correction Factor
St. Petersburg	1.00
Long Beach	1.00

Track	Altitude Correction Factor
St. Petersburg	1.00
Miller	0.80
Mosport	1.00
Barber	1.00
Mid Ohio	1.00
Infineon	1.00
MRLS	1.00

2.11.7.3: The Manifold Pressure Limit will be defined by multiplying the Base Manifold Pressure Limit by the Altitude Correction Factor:

Manifold Pressure Limit = MP_{BASE} x ALT

2.11.7.4: Manifold Pressure may exceed the Manifold Pressure Limit for a period of T_{OS}, if this period begins within T_{TIP} of Throttle Tip In.

2.11.7.4.1: Throttle Tip In is defined as any time when the rate of change in throttle position is equal to or greater than $RATE_{THROTTLE}$.

2.11.7.5: In a single lap, Manifold Pressure may not exceed the Manifold Pressure Limit for longer than T_{LAP} of the total lap time. This does not include the T_{OS} permitted on throttle tip in.

2.11.8: ENGINE SPEED LIMIT ENFORCEMENT

The following Articles will be enforced using data collected from the GPS Monitoring system.

2.11.8.1: For every lap, the vehicle must meet at least one of the following two conditions for a minimum of 98% of the duration of the lap:

2.11.8.1.1: Engine speed below the Engine Speed Limit for the vehicle as specified in Appendix A.

2.11.8.1.2: Vehicle speed decreasing.

ARTICLE 2.12: SERIES IDENTIFICATION AND PRESENTATION

2.12.1: DECALS AND PATCHES

2.12.1.1: Cars must have decals applied as specified in the Required Decal Placement documents available on the Series Website and at the series trailer.

2.12.1.2: Driver suits and team uniforms must have logos displayed as specified in the Required Patch Placement document available on the Series Website and at the series trailer.

2.12.1.3: Each team shall place an 18" x 18" decal on the rear door of their trailer(s) that contains the following information: series name (World Challenge), class that the team is competing in, and car number(s).

2.12.1.4: Teams with a driver on the podium at the end of the race need to bring their driver a clean hat with the manufacturer's logo on it for the official photos.

2.12.1.5: Decals and patches must appear as provided. Sufficient contrast between the logo and the background must be maintained. The decals and patches shall not be modified, cut, or trimmed in any way. Any teams that are unable to fit the required decals in the positions specified due to design of vehicle bodywork shall contact the TECHNICAL MANAGER to work out an approved alternative. Teams may be fined up to $750 for each decal that is missing from one of their cars, in each official session. Drivers recognized on the podium with a required patch missing, or a conflicting patch present, may be fined up to $1000.

Reserved Area – The areas defined by the rear of the front wheel opening back to the center of the front doors, and from the bottom of the window opening down to the bottom of the door, are reserved for all

required series decals. No other advertising, lettering, or artwork may appear in the reserved area (vehicle graphics are acceptable provided they are placed behind required series decals). The decals, other than the number board, that are required to be placed in the reserved area shall be placed in a vertical line at the rear of each front fender. The decals shall be placed entirely on the front fender and shall not cross door/fender seam if physically possible.

Width of Reserved Area – The width of the reserved area will not exceed 42" as measured from the rear of the front wheel opening. If the area from the rear of the front wheel opening back to the center of the front door is more than 42", the reserved area will be measured 42" from the trailing edge of the required number board, when placed as specified, forward towards the front wheel opening.

No decals are permitted on the windshield except those specified by the "Required Decal Placement" chart.

2.12.1.6: Car numbers are required on all four sides of the car as specified by the TECHNICAL MANAGER. World Challenge supplied number boards are required on both sides of the car. World Challenge supplied car numbers will be black. Only numbers either supplied by the series or of the same font, dimension and color may be used on the number boards. Additionally, the car number is required on the hood and rear bumper/fascia in a contrasting color. The number on the hood shall be a minimum of ten inches (10") high with a one-inch (1") stroke. The number on the hood shall be placed within six inches (6") of the edge of the left-front corner of the hood/fender. There shall be enough space between the car number and other markings (apx. 6") to make it easy to read from starter stand. The number on the rear bumper/fascia shall be at least six inches (6") high with a half-inch (0.5") stroke.

2.12.2: FLAGS

2.12.2.1: All transporters must display a World Challenge Class Flag and their Manufacturer Flag. Teams will receive one World Challenge Class Flag from SCCA Pro Racing. Manufacturer Flags must be supplied by the team.

2.12.2.2: A Manufacturer Grid Banner must be displayed for each entered vehicle on the grid during pre-race ceremonies. Manufacturer Grid Banners must be ordered from:

Halls Executive Gifts and Awards

Gretchen Nielsen-Edwards

707.579.9220

gretchen@hallsawards.com

2.12.3: VEHICLE APPEARANCE

2.12.3.1: All of a team's vehicles and equipment shall be neat and clean in appearance. This includes cars, pit carts, scooters, and transporters. Any modifications to a car shall be done in a way that maintains this requirement.

2.12.3.2: All bodywork and windows shall be sufficiently rigid, adequately supported, and properly secured such that it does not noticeably flutter, move, or deform while the vehicle is in motion.

2.12.3.3: Cars may not continuously produce visible exhaust smoke.

2.12.3.4: The series reserves the right to prohibit a car from racing due to its appearance, including damage sustained from an on track incident at the current event.

ARTICLE 2.13: POINTS AND AWARDS

2.13.1: MANUFACTURERS' CHAMPIONSHIP POINTS

2.13.1.1: SCCA Pro will award Championship points and maintain the point standings to determine a Vehicle Manufacturer Champion in each vehicle class. Only those manufacturers who are SCCA Pro Racing corporate members shall be eligible to receive points toward the Manufacturers' Championships. Points will be awarded as follows:

1 - 9 points 2 - 7 points 3 - 5 points

4 - 3 points 5 - 2 points 6 - 1 point

2.13.1.2: The highest finishing car of each eligible make will earn Manufacturer points for its finishing position.

2.13.1.3: One (1) manufacturer point will be awarded to the manufacturer of the car qualifying for pole position in each class.

2.13.1.4: Ties in the final point standings in any of the Championships will be decided based upon the number of first place finishes in class; then, if necessary, the number of second place finishes, etc.

2.13.2: DRIVERS' CHAMPIONSHIP POINTS

2.13.2.1: SCCA Pro will award Championship points and maintain the point standings to determine a Drivers' Champion in each vehicle class. Points will be awarded drivers based on their final positions at each event as follows:

1 - 140 points	2 - 110 points	3 - 95 points	4 - 85 points
5 - 80 points	6 - 76 points	7 - 72 points	8 - 68 points
9 - 64 points	10 - 60 points	11 - 57 points	12 - 54 points
13 - 51 points	14 - 48 points	15 - 45 points	16 - 43 points
17 - 41 points	18 - 39 points	19 - 37 points	20 - 35 points
21 - 33 points	22 - 31 points	23 - 29 points	24 - 27 points
25 - 25 points	26 - 23 points	27 - 21 points	28 - 19 points
29 - 17 points	30 - 15 points	31 - 13 points	32 - 11 points
33 - 9 points	34 - 7 points	35 - 6 points	36 - 5 points
37 - 4 points	38 - 3 points	39 - 2 points	40 - 1 point

2.13.2.2: Points will be awarded to qualifiers in each class as follows:

1 - 15 points 2 - 12 points 3 - 9 points 4 - 6 points 5 - 3 points

2.13.2.3: Five (5) points will be awarded to any driver who leads a lap in each class, and Five (5) points to the driver that leads the most laps in each class during the race. In case of a tie, the driver with the highest finishing position will be awarded the points. Additional bonus championship point schedules may be added, or amended, during the season.

2.13.2.4: Ties in the final point standings in any of the Championships will be decided based upon the number of first place finishes in class; then, if necessary, the number of second place finishes, etc.

2.13.2.5: A driver must be classified as a starter to score Championship points.

2.13.3: SERIES AWARDS

All series awards will be presented at the year-end awards banquet following the final round of the season.

2.13.3.1: Manufacturers' Champions
Annual awards honoring the manufacturer(s) that have accumulated the most championship points in each class throughout the season.

2.13.3.2: Drivers' Champions
Annual awards honoring the driver(s) having the highest championship point total in each class for the season.

2.13.3.3: Rookie of the Year
The World Challenge Rookie of the Year honors the rookie(s) with the most Drivers' Championship points in each class at the end of the season.

To be eligible for Rookie status, a driver may have competed in no more than three (3) World Challenge races (in any category) in a single previous season and no more than five (5) World Challenge races in his

career and not won a race in a previous season.

The purpose of the Rookie program is to recognize drivers that are early in their professional racing careers. Eligibility is subject to approval by SCCA Pro Racing, which will take into account previous racing experience.

2.13.3.4: Crew of the Year
This award is awarded to the crews that have received the most votes from their peers in their respective class. In case of a tie, SCCA Pro Racing will determine the winner of this award from the teams nominated.

2.13.3.5: Jim Cook Memorial Trophy
An annual award honoring the memory of James Edwin Cook (1939-1985) will be presented to an entrant/driver who has made significant contributions to the overall success of World Challenge series through promotional activities, a consistent display of good character and sportsmanship, etc.

2.13.3.6: Zimmermann Cup
An annual award honoring the memory of Jerome Zimmermann (1967-2003) will be presented to a crew chief, crew member, or crew whose excellence in racing is exemplified with their dedication and passion to motor sports.

2.13.4: RACE AWARDS
Any race awards such as Hole Shot, Hard Charger, etc. that are based on the number of positions that a car moves up through the field from its starting position are contingent upon a car's natural qualifying position. If a car gets artificially moved down in the field due to changing more than one tire, changing/working on the engine, changing cars, being penalized for any reason, etc. after qualifying, that car will not be eligible for those race awards.

ARTICLE 2.14 GENERAL PROCEDURES

2.14.1: TEAM REPRESENTATIVE

2.14.1.1: Each team will designate one person to act as the team representative. This spokesperson is the only person who may speak for the team OFFICIALLY, including filing protests and making changes and additions to the team's credential list. If the team representative must be changed during the event, the Registrar, Chief of Timing and Scoring, TECHNICAL MANAGER, and CHIEF STEWARD must be notified.

2.14.1.2: In addition to the primary team representative, a secondary team representative shall be designated in case the primary team representative is incapacitated.

2.14.1.3: A driver may not act as the team representative.

2.14.2: NUMBER REGISTRATION

2.14.2.1: Multiple vehicles will not be assigned the same number. This applies to vehicles registered in separate classes.

2.14.2.2: The number 1 will be assigned as follows:

2.14.2.2.1: If only one previous season Drivers' Champion registers for the current season, he must carry the number 1.

2.14.2.2.2: If multiple previous season Drivers' Champions register for the current season, the one with the highest Championship Point total in the previous season must carry number 1.

2.14.2.2.3: If no previous season Drivers' Champions register for the current season, then number 1 will not be assigned.

2.14.2.3: The Deadline for number registration is midnight central time, February 1, 2012. If a number is registered for multiple vehicles before the Deadline, the number will be assigned as follows:

2.14.2.3.1: First priority will be given to previous season Drivers' Champions not carrying number 1.

2.14.2.3.2: Second priority will be given to teams that had registered

the number in the previous season.

2.14.2.3.3: Third priority will be given to drivers with the highest Championship Point total at the end of the previous season.

2.14.2.3.4: Fourth priority will be given to the vehicle registration submitted first.

2.14.2.4: Following the Deadline, numbers will be assigned when registration is received.

2.14.2.5: A driver must use the number registered to him at all times. If a driver changes cars within the same team, he shall transfer his number to that car. Drivers changing teams may change numbers to a registered number of the new team.

2.14.3: EVENT REGISTRATION

Check the supplemental regulations for each event for exact registration location(s) and times. All World Challenge drivers, crew members, guests, and sponsors must register at each event.

2.14.4: PARKING AND PADDOCK

2.14.4.1: Parking Schedule

Official parking times will be posted on the SCCA Pro Racing Official Schedule and in the SCCA Pro Racing Event Supplementary Regulations. There will normally be a two hour window for team parking. Transporter drivers and rigs must be at their rigs and ready for parking at the start of this process or they may lose their parking priority.

2.14.4.1.1: No cars or equipment may be parked in empty paddock spaces.

2.14.4.2: Parking Order

World Challenge Series and Series Support transporters will be parked first, followed by team transporters in point order per class. Teams with multiple cars will be parked based on the highest position driver within the team. Teams will not be allowed to unload until the last present transporter is parked.

2.14.4.2.1: Transporters/Transporter Drivers not present when it is their turn to park will forfeit their reserved spot if leaving the spot open would hinder the parking process.

2.14.4.2.2: Teams that are unable to make it for the official parking, for whatever reason, must make prior arrangements with SCCA Pro Racing Officials in order to be parked. SCCA Pro Racing cannot guarantee a paddock space after the end of the officially scheduled parking day/time. Official parking times will be posted on the SCCA Pro Racing/World Challenge schedule and Event Supplementary Regulations.

2.14.4.2.3: Parking spaces may be assigned out of point order at SCCA Pro Racing's discretion.

2.14.4.3 Transporters

Maximum truck and trailer length is 76' not including tailgate. Transporters must display, prior to parking, an 18" x 18" sign in the front window of the transporter that contains the following information: series (World Challenge), class (TC, GTS, GT), car number(s), truck length, and canopy dimensions. All canopies are assumed to be curb side unless noted on this sign. Transporters not displaying this information will be delayed in parking.

2.14.4.3.1: Teams are required to submit a Paddock Information form, available on the Series Website.

2.14.4.3.2: Each entered team/race car will be assigned one paddock space, which will be no larger then what is required for their equipment and is a maximum of 90' long by 40' wide. No allocations will be made for team cars other then race cars. This dimension may be smaller based on event paddock allocations, such as Long Beach. Event Supplementary regulations will have the most current information posted for each track.

2.14.4.3.3: When there is not enough room to park all team trans-

porters in the main paddock area, SCCA Pro Racing will secure the best overflow paddock possible.

2.14.4.3.4: Teams with 3+ World Challenge cars entered will be given consideration for "garage" style parking under their awning.

2.14.4.4: The arrangement of the team equipment, awnings, pit carts etc., may not block the view of their cars from the public at any time during event hours.

2.14.5: PIT ASSIGNMENTS

Pit assignments will be the responsibility of the SCCA Pro Staff. Assignments will be distributed at the crew chief meeting or prior to the start of the first official practice. Teams must use their assigned pit space during all official sessions.

ARTICLE 2.15: COMPETITION PROCEDURES

2.15.1: OFFICIAL PRACTICE SESSIONS

During all official practice sessions, cars are required to be in compliance with the specifications set forth in the PRR, class specific Appendix A and the VTS sheet for the vehicle model. Data may be collected at any time throughout an event to help analyze/inspect the cars. Additionally, we will randomly inspect things such as bodywork, etc. when deemed necessary.

2.15.2: QUALIFYING AND STARTING GRID

The following procedure will be used for WORLD CHALLENGE qualifying sessions, and to establish the starting grid for the race.

2.15.2.1: Qualifying will be separated into two sessions, the first for GTS and TC, and the second for GT. One session will be scheduled for each group. Cars must qualify in their assigned sessions. If appropriate time cannot be scheduled for two sessions, all classes shall qualify together. At double races, separate qualifying shall be scheduled for each race. If this is not possible, starting positions for the second race shall be determined by fastest lap from the first race, and qualifying and pole position points shall be awarded. If this method of qualifying is used, cars may change all four tires for the second race; if an exchange of an engine or its parts occurs after the first race, the car shall relinquish its starting position for the second race and shall start from the back of its class.

2.15.2.2: The first ten grid positions for qualifying will be reserved for the top ten drivers in the Driver's Championship. The remaining positions will be filled by drivers in order of their fastest practice time. Grid positions will only be held open until the 5-minute signal is announced by race control**,** or when the cars are moved to pit-out. At tracks where it is necessary to move the cars from pre-grid to pit-out, the first group to qualify will be moved to pit-out at the 5-minute signal. The second group to qualify will be moved to pit-out when there is 5-minutes remaining in the first qualifying session. At that point, all cars will roll out for qualifying in the order that they appear on pre-grid. For cars that have drivers running in the previous session, but wanting to keep the car in line for the start of qualifying, a member of the crew must get the car in line on the grid prior to the group moving to pit-out. The crew member must then drive the car to pit-out and keep the car in line at pit-out to keep their spot from pre-grid. The driver will have to get in the car while it is in line for that driver to keep their grid spot in line for the start of qualifying.

At the first race of the season, the top-10 grid positions for qualifying will be determined by the ten returning drivers in each class that had the highest points totals at the end of the preceding season.

2.15.2.3: For the race classes will be gridded for the start by class order: GT first, GTS second, TC third. Grid positions shall be filled in the order of descending lap times by class. If a car is moved to the back of the grid or must start from the back of the grid, this shall be by class. In the case of a rolling start, cars that fall out on the pace lap or cannot maintain the pace shall go to the back of the entire field.

If the officials discover that a car will be moving to the back of the grid

at least one (1) hour prior to pre-grid opening, the grid will be revised and that position will be filled. Otherwise, that grid position will be left open. If qualifying is cancelled for any reason, the grid will be set by driver's points, except for the first race of the season. If qualifying is cancelled for the first race of the season, the grid will be set by combined practice times. Also see Article 1.4.2.6.

2.15.2.4: All exchanges of the engine, or changes to the engine that require the SCCA Pro Racing seal(s) to be removed, will require notification of the TECHNICAL MANAGER in writing at least 30 minutes prior to exchanging the engine, or removal of an SCCA Pro Racing seal. If an exchange of an engine, or its parts, occurs after qualifying the car will lose its starting position and will be required to start the race at the back of its class, regardless of reason for exchange/change. The seals may be broken and parts inspected under the supervision of an official. If more than one car is moved to the back of the starting grid, they will be gridded according to the ascending lap times of their qualifying time.

2.15.2.5: To be eligible to start the race, all cars shall qualify within 110-percent of the average of the fastest three qualifying times for their respective class. The CHIEF STEWARD may issue waivers to cars qualifying outside of the required 110-percent at his discretion.

2.15.2.6: All drivers must have completed at least one (1) lap in any practice session within the guidelines set forth in Article 1.4.2.4, or as prescribed by the CHIEF STEWARD. The CHIEF STEWARD may at his sole discretion, allow a driver who has not met this requirement to start the race.

2.15.2.7: SCCA Pro Racing reserves the right to alter qualifying and gridding procedures on a per-event basis in the supplemental regulations.

2.15.2.8: On the out lap of qualifying, the double-yellow flag will be displayed at all stations and the pit exit will be closed to cars not electing to join the circuit with the rest of the grid at a pre-determined point so that the first ten cars may have the best opportunity to have a clean lap on their first lap. Once a reasonable gap is found in the on-course traffic, cars being held at pit out will be released.

2.15.2.9: If a driver will not start the race in the same car he qualified, that driver will start the race from the back of the class. The team representative must notify the CHIEF STEWARD, or TECHNICAL MANAGER, in writing, at least two hours before the start of the race.

2.15.2.10: Alternate Qualifying Procedure
When time, and space in pit lane, permit, an alternate qualifying procedure may be used as provided by the CHIEF STEWARD.

2.15.2.11: Teams may not adjust ride height, wings, or splitters during qualifying. See Article 2.9.1.4 for rules on changing weight during qualifying.

2.15.3: STANDING START
The official start for the SCCA World Challenge is a standing start. All standing start procedures will be conducted in accordance with a specific Start Procedures Time Schedule (minute-by-minute), which will be published during the race weekend, and issued to teams during the crew chief meeting. Standing Start Procedures shall include: Pre-Grid, Presentation Lap, Formation Lap and Race Start. All competitors are required to participate in accordance with these regulations and within the spirit of these rules.

2.15.3.1: Pre-Grid
Pre-Grid will open 60 minutes before the scheduled race start time. The flag bearers required to hold the manufacturer flag for each car are to be on pre-grid or such other designated place 45 minutes before the scheduled race start time. Pre-grid will close 30 minutes before the scheduled race start time. Cars failing to arrive at pre-grid before it closes shall start the race from pit lane in the order that they arrive at pre-grid after it has closed. Once pre-grid has closed, positions for late,

or no-show, cars shall remain open.

2.15.3.2: Presentation Lap
Presentation lap will begin approximately 25 minutes prior to the scheduled race start time. It is one lap of the racetrack not to exceed 45 miles per hour. The cars shall maintain formation, following the pace car. NO tire warming, overtaking, weaving, or practice-standing starts are permitted. Cars will arrive at starting grid and proceed at a walking pace through the flag bearers. All engines are to be switched off as soon as cars arrive at their start boxes. Cars not able to leave pre-grid when it is time to start the presentation lap shall start the race from pit lane, and that grid position shall remain open. No one may ride in the race car during the presentation lap.

2.15.3.3: Pre-Start Ceremonies
Each team is required to have a flag bearer, for each car, carrying the flag of their race car's manufacturer. Flag bearers must be at least 16-years of age and have signed the event waiver, or have an SCCA Pro Racing hard card. Flag bearers must wear appropriate team clothing (team shirt and long pants). Approximately 30 minutes before the scheduled race start time, flag bearers will proceed to the starting grid holding the flags upright at the assigned start box. A "FIVE (5) minute board" will be displayed, at which time all non-essential personal must leave the start grid. When the "THREE (3) minute board" is displayed and the air horn is sounded, all personnel, except the flag bearers and officials, must leave the starting grid.

Note: If the outside temperature is at least 90 degrees Fahrenheit, the flag bearers may wear shorts or skirts.

2.15.3.4: Formation Lap
The series announcer, or other VIP, will command drivers to start their engines over the public address system, at which time all drivers shall start their engines. Once the announcement is made, the officials on the grid will signal for all cars to start their engines. Once the officials have verified that all engines are started, they will signal the drivers to begin the formation lap. During the formation lap the field will not exceed 65 miles per hour. Practice standing starts, while leaving the grid on the formation lap is EXPRESSLY PROHIBITED. Doing a practice standing start will be considered dangerous conduct, and will result in significant and immediate penalties. Once the cars have left the grid on the formation lap, all flag bearers will leave the grid. Tire warm up is permitted during the formation lap once the cars have cleared the grid. Cars with mechanical problems, that cannot start the formation lap on-time, or maintain the pace of the other cars on the formation lap, shall enter pit lane and start the race from there. Once a car has dropped back from its original grid position, it may not regain that original position and must enter pit lane. If a car falls out of its original grid position, that position shall remain open when the cars line up in their designated starting boxes.

During the approach to the starting grid, the cars will be directed to slow, close formation, and be stopped at their assigned starting position. Once a car is set in its grid position, it shall not move. Cars that overshoot their marks may NOT reverse back into position. All cars shall line up directly behind the car in front of them. Cars that deliberately form up a significant distance behind their mark, angle in, or in any other way try to gain an advantage at the start, will be subject to penalties. A "FIVE (5) Second board" will be displayed at the head of the grid when all cars are in position, and all officials are clear.

2.15.3.5: Start Procedure
The start will be signaled using a series of panels of RED lights at the front of the grid and approximately mid-field. After the Five Second board has been displayed, the RED lights will be switched on. Between 2 and 6 seconds after the RED lights have been displayed, they will be turned off, signaling the beginning of the race. Penalties will be given for incorrect starting procedures that include, but are not limited to the following: changing position in a dangerous, or unnecessary manner during the initial start, or horizontal movement prior to lights going

off. Start judges may be used.

2.15.3.6: Delayed Start
If it is determined during the formation lap or the approach to the grid, before the RED lights have been switched ON, that there is a reason for delaying the start, the Starter shall signify this by displaying the DELAYED START board and two yellow flags. All drivers shall acknowledge the delayed start by raising their right hands to signal the drivers in the cars behind. Any car deemed responsible for the delayed start may be assessed a penalty. Under no circumstances will any start be delayed once the RED lights have been switched on. In the event of a delayed start, the 50-minute clock shall begin at the appointed time. Timing & Scoring will be the official keeper of the race time.

For a brief delay, the cars shall remain in place on the grid with engines running. When the start delay is resolved the DELAYED START board will be withdrawn and a THIRTY SECOND sign will be displayed, followed by the standard start sequence listed in Article 2.14.3.5, starting with the FIVE SECONDS sign.

For a longer delay, the Starter shall display the ENGINES OFF board. Drivers shall remain in their cars and no work shall be performed. When the start delay is resolved, the start procedure shall commence with the display of the ONE-MINUTE board. This shall be the signal for all cars to start engines. When engines are running, the field will be dispatched in single file grid order behind the pace car. A single-file or double-file start shall take place per the procedures in Article 2.14.5.4. Cars unable to begin the pace lap in grid order shall join at the back of the field, or be removed to the pits.

If time permits once the engines are restarted the field may be dispatched on a second Formation Lap. At the completion of the Formation Lap, with cars in place on the grid, the FIVE SECONDS board will be displayed and the start sequence will commence per Article 2.14.3.5. Race Control will announce over the radio whether the start will be single-file or double-file behind the pace car, or whether there will be a second formation lap.

In the event of a delayed start, the 50-minute clock shall begin at the issuance of the DELAYED START signal. If time permits, the CHIEF STEWARD may reset the clock. If the race will run less than 50 minutes, the time remaining in the competition shall be announced following the start.

2.15.3.7: Aborted Start
An aborted start is one that is called due to problems that may have occurred once the red lights have been switched on, and which has resulted in cars leaving the grid. A second standing-start will not occur. All corner stations will display double-yellow flags. Cars shall follow the safety car until it is deemed safe to re-start the race, at which point, a single-file or double-file rolling restart procedure will occur (see Article 2.155.4). In the event of an aborted start, the 50 minute clock shall begin when the cars leave the grid. Time permitting; the CHIEF STEWARD may stop the countdown of this clock at any point prior to the successful start of the race.

2.15.4: FALSE START
2.15.4.1: A false start occurs when a driver under the Starter's orders, after having been set by the grid staff, moves, forward or backward, from his prescribed position before the start of the race as indicated when the red lights go out. In the case of a rolling start, this movement shall refer to his position in relation to the moving field by moving out of line, or passing, prior to the waving of the green flag. In the case of a standing start, this movement shall refer to any movement that is discernible by a series official.

2.15.4.2: Should the CHIEF STEWARD determine that a false start has occurred, and the race has started, the driver may be black flagged and held at pit out, for a period of up to one minute. The CHIEF STEWARD may levy other penalties at his discretion.

2.15.5: RESTARTS

2.15.5.1: If it should become necessary to stop a race, the CHIEF STEWARD will determine if the race is to be restarted and the restart procedure to be used.

2.15.5.2: A race that is stopped at 50 percent, or more, of its scheduled distance/time and is not restarted shall be scored as of the last completely scored lap.

2.15.5.3: Unless the Supplementary Regulations for an event specify otherwise, any method of restarting car engines is permitted, after a race is stopped, and before it is restarted.

2.15.5.4: Post-YELLOW FLAG/SAFETY CAR restarts shall be either single-file or double-file. The decision will be announced by the CHIEF STEWARD over the radio on the race operations frequency before the restart.

2.15.5.4.1: In mixed class racing, should the safety car in picking up the overall leader split a slower class or classes from their leader(s), race control is authorized to instruct the cars in that class or classes behind the safety car to be waved by in running order and rejoin at the back of the field. Such cars shall proceed around the course at reasonable speed, slowing appropriately when passing through any incident or passing emergency personnel or equipment. A "WAVE BY" sign shall be displayed at Start/Finish to indicate this procedure is in process. This procedure applies only to cars that have been split from the rest of their field. Teams must listen carefully to the race control frequency and transmit information to their drivers.

2.15.5.4.2: Single file restarts shall be carried out as follows:
Restart speed shall be 45 mph. The lead car shall set a steady pace and is responsible for leading the field to a safe restart. Cars shall not drastically speed up, slow down, or otherwise "play games". Once the lead car reaches the acceleration cones, the green flag will be displayed. Racing shall resume throughout the entire field when the green flag is displayed. A restart judge, and/or radar gun, will be used to help determine if cars jump the restart by accelerating early, or otherwise attempting to improve position. Cars out of a single-file line when the green flag is displayed will be considered as attempting to improve their position. Cars that are deemed to have jumped the restart may be black flagged and held at pit out for a period of up to one minute. The CHIEF STEWARD may levy other penalties at his discretion.

2.15.5.4.3: Double file restarts shall be carried out as follows:

- Restart speed shall be 45 mph. The lead car shall set a steady pace and is responsible for leading the field to a safe restart. Cars shall not drastically speed up, slow down, or otherwise "play games".
- Cars shall line up based on their running position and not their overall position. Cars that may be off the pace are encouraged to drive through pit lane and rejoin at the back of the field.
- Cars shall remain in a single file line until signaled that the restart will occur on the following lap.
- At a predetermined point the safety car lights shall be turned off and the first car in line shall move to the pole side of the circuit. The second car shall take up position opposite and beside the first car. This shall be repeated throughout the field with each car moving to the line opposite of the car in front of them, forming two lines in double file. For a definition of double file, see Appendix Q.
- Once the front row reaches the acceleration cones, the green flag will be displayed. Racing shall resume throughout the entire field when the green flag is displayed. A restart judge, and/or radar gun, will be used to help determine if cars jump the restart by accelerating early, or otherwise attempting to improve position. Cars out of a double-file line when the green flag is displayed will be considered as attempting to improve their position. Cars that

are deemed to have jumped the restart may be black flagged and held at pit out for a period of up to one minute. The CHIEF STEWARD may levy other penalties at his discretion.

2.15.6: RACE LENGTH

World Challenge races will be a maximum of 50 minutes in duration, unless otherwise specified in the Supplementary Regulations. Races may be shortened as necessary to accommodate the TV taping schedule. Under extraordinary circumstances the clock may be stopped and restarted at the discretion of the CHIEF STEWARD.

2.15.7: POST-RACE CEREMONIES

2.15.7.1: At the conclusion of each race, the top three finishers, as well as any award winners announced over the official race control frequency, shall attend winner's circle ceremonies as directed by SCCA Pro Racing. Drivers participating in any celebration involving the spraying of any liquids shall remain on the victory podium/rostrum. Drivers are prohibited from spraying any participants, photographers or staff that are not on the rostrum/podium .

2.15.7.2: Following the post-race awards ceremony, the top three finishers are required to attend a post-race press conference as directed by SCCA Pro Racing and series officials.

2.15.8: TIRE USE

2.15.8.1: *All cars shall qualify and race on the same set of marked tires except as follows.*

2.15.8.2: The TECHNICAL MANAGER will mark four (4) dry tires per car prior to qualifying. The TECHNICAL MANAGER will specify one, or more, periods of time on the schedule when all teams must have their tires laid out and prepared to be marked at their paddock. The technical staff will come around to the individual team paddock areas to mark each team's tires during the specified time(s). Once a team's tires have been marked they may be put away. Teams not ~~*being*~~ prepared to have their tires marked during the specified time may be penalized.

2.15.8.3: Teams shall leave their tires used for qualifying, and/or the race, mounted on the car until the car has cleared the post-session technical inspections, or if the car is not required to go through a post-session technical inspection, released from pit lane by a staff member.

2.15.8.4: If a team changes more than one marked dry tire once the qualifying session begins, that car will lose all qualifying times and be moved to the back of the class.

2.15.8.5: All cars shall start the race on the same set of marked dry tires that they qualified on, or on the set of dry tires the team had marked prior to qualifying if rain tires were used in the qualifying session.

2.15.8.6: Teams may change one dry tire without penalty after qualifying. After the start of the presentation lap, or formation lap, cars may enter pit lane and change tires. These cars will be held at pit-out and released after the start of the race and after the field clears pit out. Tires may be changed as needed after the start of the race.

2.15.8.7: *If a team changes more than one marked dry tire for the race, that car shall relinquish its starting position and shall start from the back of the* class. If the team notifies the TECHNICAL MANAGER of this change in time to have the grid sheets corrected and reprinted the car in question may start at the back of the class. However, if a car shows up on the pre-grid with more than one unmarked tire without informing the TECHNICAL MANAGER of the change in time to correct and reprint the grid sheets, that car shall start the race from pit lane after the field clears pit-out

2.15.8.8: When to use rain tires is the decision of the crew chief of each team. If the crew chief decides to use rain tires in all or a part of qualifying, but not in the race, the car shall start the race on the set of four (4) dry tires that were marked prior to qualifying. If the crew chief decides to use the four (4) marked dry tires in qualifying, but not in the race, the car may start on any set of rain tires, new or used. If the crew chief decides to use rain tires in both qualifying and the race, any

combination of rain tires, new or used, may be used.

2.15.9: RADIO USE

2.15.9.1: One working two-way voice radio with car-to-pit communication capability is required at all times.

2.15.9.2: Radio Frequencies and DPL codes MUST be registered with SCCA Pro Racing.

2.15.9.3: Radio signals cannot be encrypted or scrambled. Frequency hopping or Digital radios and trunking equipment are not permitted. Frequency range limited to 450 to 470 MHz. Power limited to 10 watts on mobile, repeater and base units and 4 watts on hand held units.

2.15.9.4: Teams are limited to a maximum of four frequencies per car entered. SCCA Pro Racing may choose to record conversations to be reviewed at a later date.

2.15.9.5: SCCA Pro Racing recognizes that the FCC by law requires radio frequency users to be licensed. Teams MUST comply with all Federal, State and Local laws regarding two-way radio communication

2.15.9.6: SCCA Pro Racing requires that all teams monitor the race control channel at all times their cars are scheduled to be on track.

2.15.9.7: Race Control must be monitored on frequency 460.8625 MHz. DPL Code 723

2.15.10: LIGHT USE

2.15.10.1: Drivers shall flash their headlights when preparing to pass a slower car.

2.15.10.2: In low visibility (e.g. sunset, rain) headlights and tail/rain lights shall be turned on.

2.15.10.3: In wet conditions, if a car produces a trail of water spray its tail/rain lights shall be turned on.

2.15.11: CAUSING TRACK STOPPAGES

Due to the strictly limited amounts of track time given to the series on a race weekend, avoidable occurrences that cause a track stoppage are strongly discouraged. Teams must be sure that their cars and drivers are fully prepared to go on track (e.g. make sure there are no fluid leaks). If something occurs (e.g. an engine expires), the driver must get off the line, off the course, and park in a safe location as soon as possible, so as to not cause a session stoppage. Cars will be brought in quickly to investigate reports of fluid leaks, smoke, etc. in an attempt to avoid session stoppages. Penalties may be levied against cars avoidably causing track stoppages

2.15.12: TIMING BEACONS

The TECHNICAL MANAGER will mark an area in pit lane for World Challenge timing beacons. One timing beacon will be placed in this area for each data acquisition system during any official session. The TECHNICAL MANAGER will assign a primary and backup team responsible for setup and operation of the beacons.

ARTICLE 3: MAZDA MX-5 CUP

SERIES WEBSITE
http://www.mx-5cup.com

ARTICLE 3.1: PURPOSE AND INTENT

The purpose of the MAZDA MX-5 CUP is to provide an opportunity to compete in similarly prepared low cost cars with limited modifications. It is the entry level of production car based competition in SCCA Pro Racing.

The PRR is a PERMISSIVE document. Unless a particular modification, or part, is approved in either the PRR, or a Technical Bulletin, the vehicle and all of its relevant parts and assemblies shall be stock for the 2006-2011 Mazda MX-5 Miata with the sport package and suspension kit.

All MX-5 Cup competitors are encouraged to join Mazda's Team Support Program. This program enables competitors to purchase stock and competition parts from Mazda at discount prices. Call (800) 435-2508, send a fax to (949) 222-2650, or e-mail Mazda at compart@mazdausa.com to request an application and further details.

In order to collect prize money a driver must be a member in good standing of the MAZDASPEED Motorsports racer support program and must submit a Contingency Request form to MAZDASPEED. Details and the form can be found at http://www.mazdamotorsports.com/pdfs/contingency/contingency.pdf

ARTICLE 3.2: POINTS AND AWARDS

3.2.1: SERIES CHAMPIONSHIP

3.2.1.1: At the conclusion of the season, the Playboy Mazda MX-5 Cup Series Champion will be the Driver that has earned the most Championship Points.

3.2.1.2: In the event of a tie in Championship Points, the position will be awarded to the driver with the most first place finishes, then if necessary second place finishes, and so on.

3.2.2: CHAMPIONSHIP POINTS

3.2.2.1: SCCA Pro Racing will award Championship Points to drivers and maintain the point standings to determine a Series Champion.

3.2.2.2: Championship Points will be awarded to Drivers classified as starters based on the following schedule:

1 - 60 points	2 - 56 points	3 - 53 points	4 - 51 points
5 - 49 points	6 - 47 points	7 - 45 points	8 - 43 points
9 -41 points	10 - 39 points	11 - 37 points	12 - 35 points
13 - 33 points	14 - 31 points	15 - 29 points	16 - 27 points
17 - 26 points	18 - 25 points	19 - 24 points	20 - 23 points
21 - 22 points	22 - 21 points	23 - 20 points	24 - 19 points
25 - 18 points	26 - 17 points	27 - 16 points	28 - 15 points
29 - 14 points	30 - 13 points	31 - 12 points	32 - 11 points
33 - 10 points	34 - 9 points	35 - 8 points	36 - 7 points
37 - 6 points	38 - 5 points	39 - 4 points	40 - 3 points

3.2.2.3: 5 Championship Points will be awarded to the Driver qualifying in the pole position

3.2.2.4: Any driver who leads a lap will be awarded one championship point.

3.2.2.5: The driver who leads the most laps in a race will be awarded one championship point. In the event that two drivers lead the same number of laps, only the driver with the higher finishing position will be awarded one championship point.

3.2.3: OTHER AWARDS

3.2.3.1: Additional prize money, product contingency and/or a combination of both may be available based on sponsor participation. SCCA Pro will announce sponsor involvement in press releases, e-mails to registered team/drivers with valid e-mail addresses on file with SCCA Pro Racing, and on the Series Website.

ARTICLE 3.3: GENERAL PROCEDURES

3.3.1: TEAM REPRESENTATIVE

Each team will designate one (1) person to act as the team representative. This spokesperson is the only person who can speak for the team OFFICIALLY, including filing scoring protests and making changes and additions to the team's credential list. If the team representative must be changed during the event, the Registrar, Chief of Timing and Scoring, TECHNICAL MANAGER, and CHIEF STEWARD must be notified.

3.3.2: EVENT REGISTRATION

Check the supplemental regulations for each event for exact registration location(s) and times.

3.3.3: ENGINE CLAIMING

A claimed engine will be removed by the team having their engine claimed, who will then turn the engine over to the TECHNICAL MANAGER. The engine will be shipped to and dynoed by Comptech.

Comptech will evaluate it; if the engine is found to be over-performing it will be disassembled and thoroughly inspected.

If any of the engines components have been found to be non-compliant the claiming fee will be returned to the claimer. The TECHNICAL MANAGER will report to the CHIEF STEWARD the technical infraction. The CHIEF STEWARD will take appropriate action with possible fines, loss of points, or suspension of driver's SCCA Pro License. The crew chief and car owner may be subject to similar disciplinary actions. If the engine has been disassembled and found to be non-compliant the non-compliant part or parts will be retained by the TECHNICAL MANAGER.

If the engine is found to be compliant, the claiming fee will be forfeited to SCCA Pro Racing. The claimed engine will be resealed and returned to the claimer, if the engine is found to be under-performing the claimer will be notified and given the choice of rebuilding the engine or having it returned to the claimer unsealed.

If the engine is found to be compliant, the claimant will have a new sealed engine from MAZDASPEED shipped to them.

The forfeited claiming fee will be used to cover the cost of the new engine sent to the claimant, dyno testing of the claimed engine, processing, shipping, and handling.

3.3.4: RULES CHANGE REQUESTS

3.3.4.1: Requests for changes to the PRR must be made in writing using the PRR Change Request form available on the Series Website.

ARTICLE 3.4: COMPETITION PROCEDURES

3.4.1: PERFORMING WORK ON THE GRID

3.4.1.1: When pre-grid officially closes, all work must be completed so that each car is ready to roll off of pre-grid at any time. From the time that pre-grid closes, until the 3-minute signal, clearing the starting grid, is given, the only work that may be performed are those tasks pertaining to getting the driver belted in and situated, checking connections (hoses, wiring, etc.), and adjusting suspension settings that can be adjusted while the car is on the ground. Any additional work must be performed in pit lane, and that car will be required to start the race from pit lane without participating in the presentation and/or formation laps

3.4.2: START

3.4.2.1: Either a rolling start or standing start may be used. See Appendix N for procedures.

3.4.3: RESTARTS

3.4.3.1: If it should become necessary to red flag/stop a race, the CHIEF STEWARD may order a complete restart according to the original starting positions; he may restart the cars in single file in the overall order in which the automobiles completed their last completely scored lap; or he may restart as otherwise provided in the Supplementary Regulations. Restarts may be accomplished by using a scoring tape, or a lap chart, whichever best fits the conditions at hand, to be determined by the CHIEF STEWARD in consultation with the Chief of Timing and Scoring.

3.4.3.2: A race that is stopped at 50%, or more, of its scheduled distance/time and is not restarted shall be scored as of the last completely scored lap.

3.4.4: JUMPING START / RESTART

The lead car shall set a steady pace and is responsible for leading the field to a safe start. The lead car is expected to not drastically speed up, slow down, weave back-and-forth, or otherwise "play games" once the safety car has left the track. Racing shall resume throughout the entire field when the green flag is displayed. A restart judge, and/or radar gun, will be used to help determine if cars jump the restart by accelerating early, or otherwise attempting to improve position. Cars out of a single-file line when the green flag is displayed will be considered as attempting to improve their position. Cars that are deemed to have jumped the restart may be black flagged and held at pit out for a period of up to one minute. The CHIEF STEWARD may levy other penalties at his discretion.

3.4.5: RACE LENGTH

MX-5 CUP races will be approximately 45 minutes in duration unless otherwise specified in the pre-race schedule, Supplemental Regulations, or otherwise changed by the CHIEF STEWARD during the course of the event weekend.

3.4.6: POST RACE CEREMONIES

3.4.6.1: At the conclusion of each race, the top three finishers, as well as any award winners announced over the official race control frequency, shall attend winner's circle ceremonies as directed by SCCA Pro Racing. Drivers participating in any celebration involving the spraying of any liquids shall remain on the victory podium/rostrum. Drivers are prohibited from spraying any participants, photographers or staff that are not on the rostrum/podium .

3.4.6.2: Following the post-race awards ceremony, the top three finishers are required to attend a post-race press conference as directed by SCCA Pro Racing and series officials.

3.4.7: TIRE USE

3.4.7.1: Dry Tire Use

3.4.7.1.1: The TECHNICAL MANAGER will mark four (4) dry tires per car prior to qualifying. The TECHNICAL MANAGER will specify one, or more, periods of time on the schedule when all teams must have their tires laid out and prepared to be marked at their paddock. The technical staff will come around to the individual team paddock areas to mark each team's tires during the specified time(s). Once a team's tires have been marked they may be put away. Teams not being prepared to have their tires marked during the specified time may be penalized.

3.4.7.1.2: All cars shall start the race on the same set of marked dry tires that they qualified on, or on the set of dry tires the team had marked prior to qualifying if "rain" tires were used in the qualifying session.

3.4.7.1.3: Teams may change one tire without penalty after qualifying. No tire changes will be allowed after the published time for cars to leave the pre-grid area. After the start of the formation lap, cars

may enter pit lane and change tires. These cars will be held at pit-out and released after the start of the race and after the field clears "pit-out". Tires may be changed as needed after the start of the race.

3.4.7.1.4: If a team changes more than one marked tire once the qualifying session begins, that car will lose all qualifying times and be moved to the back of the grid. If the team notifies the TECHNICAL MANAGER of this change in time to have the grid sheets corrected and reprinted the car in question may start at the back of the grid. However, if a car shows up on the pre-grid with more than one unmarked tire without informing the TECHNICAL MANAGER of the change in time to correct and reprint the grid sheets, that car shall start the race from pit lane after the field clears pit-out.

3.4.7.2: Rain Tire Use

3.4.7.2.1: Any number of rain tires may be obtained from the official tire supplier, provided the supplier has extra tires available. Rain tires must be used as provided by the official supplier.

3.4.7.2.2: Rain tires may not be mixed with dry tires.

3.4.7.2.3: When to use rain tires is the decision of the crew chief of each team. If the crew chief decides to use rain tires in qualifying, but not in the race, the car shall start the race on the set of four (4) dry tires that were marked prior to qualifying. If the crew chief decides to use the four (4) marked dry tires in qualifying, but not in the race, the car may start on any set of rain tires, new or used. If the crew chief decides to use rain tires in both qualifying and the race, any combination of rain tires, new or used, may be used.

3.4.8: RADIOS

3.4.8.1: One working two-way voice radio with car-to-pit communication capability is required at all times.

3.4.8.2: Radio Frequencies and DPL codes MUST be registered with SCCA Pro Racing.

3.4.8.3: Radio signals cannot be encrypted or scrambled. Frequency hopping or Digital radios and trunking equipment are not permitted. Frequency range limited to 450 to 470 MHz. Power limited to 10 watts on mobile, repeater and base units and 4 watts on hand held units.

3.4.8.4: Teams are limited to a maximum of four frequencies per car entered. SCCA Pro Racing may choose to record conversations to be reviewed at a later date.

3.4.8.5: SCCA Pro Racing recognizes that the FCC by law requires radio frequency users to be licensed. Teams MUST comply with all Federal, State and Local laws regarding two-way radio communication.

3.4.8.6: SCCA Pro Racing requires that all teams monitor the race control channel at all times their cars are on track.

3.4.8.7: Race Control must be monitored on frequency 453.0750 MHz.

3.4.9: LIGHT USE

3.4.9.1: In low visibility (e.g. sunset, rain) headlights and taillights shall be turned on.

3.4.9.2: In wet conditions, if a car produces a trail of water spray its headlights and tail lights shall be turned on.

3.4.10: TIMING BEACON

3.4.10.1: The TECHNICAL MANAGER will place the MX-5 Cup AIM timing beacon. Teams are prohibited from placing any other active AIM beacons during any official session. The TECHNICAL MANAGER may assign a primary and backup team responsible for setup and operation of the beacons.

ARTICLE 3.5: SERIES IDENTIFICATION AND PRESENTATION

3.5.1: DECALS AND PATCHES

3.5.1.1: Cars must have decals applied as specified in the Required Decal Placement document available on the Series Website and at the

series trailer.

3.5.1.2: Driver suits and team uniforms must have logos displayed as specified in the Required Patch Placement document available on the Series Website and at the series trailer.

3.5.2: VEHICLE APPEARANCE

3.5.2.1: All of a team's vehicles and equipment shall be neat and clean in appearance. This includes cars, pit carts, scooters, and transporters. Any modifications to a car shall be done in a way that maintains this requirement.

3.5.2.2: The series reserves the right to prohibit a car from racing due to its appearance, including damage sustained from an on track incident at the current event.

3.5.2.3: The paint scheme on cars is unrestricted provided that it is appropriate and the contrast with the required decals is adequate.

ARTICLE 3.6: VEHICLE ELIGIBILITY

3.6.1: Only the 2006-2011 Mazda MX-5 is eligible to compete in the MX-5 Cup.

3.6.2: It is intended that the cars competing in the MX-5 Cup be very similar in appearance and performance. Therefore, if an alternate part or modification is specified, it shall be used by all cars unless the OEM part is specifically allowed in lieu of the alternate part in the appropriate section.

3.6.3: No other modifications, or alterations from the original "as delivered" vehicle configuration will be permitted, except the REQUIRED SAFETY SPECIFICATIONS and AUTHORIZED MODIFICATIONS specifically listed in the MX-5 CUP Section of the PRR.

3.6.4: No permitted component/modification shall additionally perform a non-permitted, therefore prohibited function. Replacement parts required to meet stock OEM specifications may be purchased from alternate standard outlets such as parts stores provided they are the exact equivalent of the stock OEM part.

ARTICLE 3.7: SAFETY

Vehicles must pass a technical inspection as specified in Appendix B.

3.7.1: CHASSIS

3.7.1.1: The roll cage kit shall be the specified design from the SCCA Pro Racing approved supplier, used in its entirety, and shall be installed per the supplier's instructions. No additional tubes are permitted to be added, unless permitted within this section. The approved roll cage supplier is Racing Cages, Inc.

3.7.1.2: The roll cage shall be welded together. The outer edges of the dashboard, outside of the dash vents, may be trimmed the minimum amount required to install the A-pillar down tubes.

3.7.1.3: If the horizontal bar within the main hoop does not allow the shoulder belts to achieve the proper angle as listed in Appendix G, one of the following actions shall be taken. The left-half tube of the main hoop horizontal bar may be relocated vertically to achieve the proper shoulder belt mounting angle, or an additional half-width straight horizontal bar may be added behind the driver's seat to achieve the proper shoulder belt mounting angle. Cars prepared for tall drivers needing additional leg room may replace the left-half straight horizontal bar with a bent bar to allow the seat to be moved further rearward.

3.7.1.4: The height of the knee bar may be adjusted up to offer additional leg clearance if desired. The bottom of the dashboard may be modified the minimum amount required to allow for additional vertical movement.

3.7.1.5: A tube may be added from the front left down tube to the wheel well/ foot box area to offer additional foot protection.

3.7.1.6: The only allowable tow device for the front and rear of the car is a flexible tow strap. The preferable way of attaching the strap is loop-

ing it through the eyelet hole and the bumper brace in a choker hitch.

There shall be an arrow that contrasts strongly with the vehicle paint scheme, pointing to each tow eye/strap/cable.

3.7.2: COCKPIT

3.7.2.1: An on-board fire extinguishing system must be installed per Appendix C.

3.7.2.2: A driver restraint system must be installed per Appendix G.

3.7.2.3: Window and Right Side Nets must be installed per Appendix H.

3.7.2.4: A drivers seat must be installed per Appendix K.

3.7.2.5: The two (2) OE external mirrors for the correct vehicle make and model (left and right) are required, and must be mounted in stock location and must be positioned so that the driver can see objects along both sides of the vehicle. The OE interior rearview mirror, or an aftermarket rearview mirror, shall be used.

3.7.2.6: All cars shall have a supplemental support installed for the driver's left leg. The support and any padding shall be mounted laterally so that it is flush with the thigh support of the seat. The support shall run from the edge of the seat straight forward to just above the driver's ankle. The leg support must be mounted rigidly, especially where it meets the seat.

3.7.2.7: A bulkhead panel shall be installed in the trunk to cover the flexible portions of the fuel lines, particularly at the point where they may be rubbed by the cockpit/trunk close-out panel. The material may be metal or composite, but must be rigid.

3.7.2.8: An aluminum trim panel shall be mounted to the inside of the door bars to prevent the driver's arm from possibly getting caught in between the upper and lower door bars in case of an accident. The panel may also close-out the top gap between the inner and outer door bars.

3.7.3: BODY

3.7.3.1: Interior and exterior door handles are required to remain operable.

3.7.3.2: Door locks must be disabled.

3.7.3.3: All three of the brake lights shall be in working order.

3.7.3.4: The headlights and tail lights shall remain in working order. The headlights and taillights/brake lights may not be taped except with clear tape.

3.7.4: SUSPENSION AND STEERING

3.7.4.1: Steering lock mechanisms shall be removed.

3.7.5: ELECTRICAL

3.7.5.1: All cars must use a cut-off switch meeting the requirements set forth in Appendix D. The cut-off switch shall be mounted is the same location on all cars. It shall be located on the right side of the horizontal rollbar tube, next to the main hoop upright. If the driver is unable to reach the cut-off switch while in the normal seated position, a 2nd cut-off switch shall be installed within the driver's reach.

3.7.6: DRIVER SAFETY EQUIPMENT

3.7.6.1: Driver Safety Equipment is required per Appendix L.

ARTICLE 3.8: COMPETITION CONFIGURATION

3.8.1: TRANSPONDERS

Vehicles must be equipped with a transponder per Article 1.14.

3.8.2: TIRES

3.8.2.1: Dry tires must be BFGoodrich P225/45ZR17 84W LL g-Force R1 (MSPN 49121).

3.8.2.2: Wet tires must be BFGoodrich 215/45ZR17 g-Force T/A (MSPN 55075).

3.8.2.3: All dry tires (g-force R1) used in Playboy MX-5 Cup official event

qualifying and race must be purchased from the official BFGoodrich Race Tire Distributor at the track. A minimum of four (4) tires must be purchased for each car for every race and the set of tires used for qualifying and the race must be purchased at that race. Tires damaged in qualifying may be replaced with tires purchased and marked at the track, from the official BFGoodrich Race Tire Distributor.

3.8.2.4: Tires must be used unmodified, as supplied by the official BFGoodrich Race Tire Distributor. Filing, buffing, or any other disguising of tire sidewall is prohibited. The use of tire warmers, chemical treatments, or any means to artificially enhance tire performance is prohibited.

3.8.3: FUEL

3.8.3.1: The official series fuel is VP C10. VP C10 will be available at all events and must be used during all official sessions.

3.8.3.2: The use of any gasoline other than the specified VP fuel is strictly forbidden. Additives are not allowed. Any violation of this section may result in disqualification, loss of all points and money earned at that event, and a fine of up to $10,000.00.

See Article 3.10.1: for Fuel Testing procedures

3.8.4: DATA ACQUISITION

3.8.4.1: Vehicles shall be equipped with the AIM Sports MXL system and GPS Module. All teams shall provide any, and all, of the data to the technical manager upon request.

3.8.4.2: SCCA Pro Racing may install a GPS Data Logger in any car during any official session, and during any pre-race testing authorized per Article 1.3.5.2.

3.8.5: VIDEO

3.8.5.1: All vehicles must have a Video Camera system installed. Any type of video camera system is permitted, provided that it records to removable flash memory card and in a file format that is viewable with VLC Media Player.

3.8.5.1.1: The video camera system must be configured in such a manner that the system is recording whenever the car is in motion.

3.8.5.1.2: The video camera must be configured so as to record the entire session to one video file.

3.8.5.3.3: Failure to provide memory cards or blank cards will result in a fine

3.8.5.2: The Chief Steward or Technical Manager may at any time during the event require that memory cards of specific cars be provided temporarily to the Chief Steward for review.

3.8.5.3: Race video must be turned in at the series transporter within 60 minutes following the final race of the event.

3.8.5.3.1: All memory cards/flash drives must be clearly marked with car number(s).

3.8.5.3.2: MicroSD memory cards must be turned in a SD card adapter. SCCA Pro Racing will not be responsible for microSD cards turned in without an adapter.

3.8.5.3.3: Multiple car teams may put race video from all cars on one memory card or flash drive.

3.8.5.4: The primary camera shall be pointed forward, in a position that allows it to record the track ahead of the car. The camera shall record objects at heights ranging from 22 inches to 52 inches, 60 inches from the front of the car.

3.8.5.4.1: Cameras must be mounted such that they do not vibrate excessively while the car is on track.

3.8.5.4.2: Cameras must be mounted right side up, such that the recording is not upside down or sideways. All cameras and recording units must be mounted rigidly to the car such that they will withstand a sustained 25-G deceleration.

3.8.5.5: The video provided to series officials must record the movement of the vehicle's steering wheel. This must be accomplished in one of two ways. The primary camera may be positioned such that it records the steering wheel, in addition to meeting the requirements in Article 3.8.5.4. Alternatively a secondary camera may be used which records the steering wheel, in which case the primary camera is not required to record the steering wheel.

3.8.6: WEIGHT

3.8.6.1: Minimum weight is 2600 lbs, with driver.

3.8.6.2: Ballast is permitted to be used to achieve the minimum weight for a vehicle. Ballast may be mounted anywhere in/on the car provided that it does not perform a non-approved function. All ballast shall be mounted in such a way that tools are required to remove it. Holes may be drilled in the chassis and the chassis may be reinforced in order to safely secure ballast provided that the reinforcement does not perform a non-approved function. Grade 5 bolts, or better, and load-spreading washers shall be used to mount ballast when necessary.

3.8.7: CHASSIS

3.8.7.1: The 3-piece front strut tower brace (p/ns: NE57-56-48X, NE57-56-48ZA, and NE57-56-49X) that comes with the sport package shall be used. The strut brace mounts may have a hole drilled in them to allow easier access to adjusters for the front shocks.

3.8.8: COCKPIT

3.8.8.1: All interior trim components, such as the front passenger seat, carpet, sun visors, seat belts, etc., not including the dashboard, and the attaching hardware and bracketry, shall be removed. The lower portion of the door panels shall be removed. The top portion of the door panels containing the door latch release handle shall remain intact. The door window glass and window operating mechanisms shall be removed.

3.8.8.2: All non-essential electronic items, such as the radio equipment and air bags, shall be removed. The radio face may be left in place or a replacement trim piece may be used if the radio face is removed. If radio face plate is left installed it must be unplugged from the vehicle wiring harness.

3.8.8.3: Any removable equipment such as spare tires, tools, bins, etc., shall be removed along with attaching hardware, bracketry and covers.

3.8.8.4: MAZDASPEED interior trim kit (p/n: 0000-07-5500-KT) shall be used in its entirety. The trunk close-out panel must be mounted up under the edge of the body to avoid having the trunk close-out panel rub on fuel hoses in the trunk.

3.8.8.5: All teams shall mount the AIM Sports MXL data acquisition system display on the steering column with the plate supplied in the MAZDASPEED interior trim kit.

3.8.9.6: All cars shall be able to mount a passenger seat and belt set in the car with relative ease for giving media rides, etc.

3.8.9: BODY

3.8.9.1: MX-5 Cup cars must be fitted with 2009-2011 bodywork. Grill part number NH18-50-1T1B must be used.

3.8.9.2: Convertible tops and all attaching hardware shall be completely removed. Hardtops are not permitted. The rubber weather strip and trim pieces that mate the convertible top and quarter-windows to the windshield may be removed.

3.8.10: AERODYNAMICS

3.8.10.1: MAZDASPEED trunk lip spoiler (p/n: NF51-V4-920G-xx) shall be used.

3.8.11: ENGINE

3.8.11.1: Only MAZDASPEED sealed engines may be used.

3.8.11.2: Competitor rebuilt engines are prohibited.

3.8.11.2.1: Sealed engines may be returned to Comptech for service and resealing. Engines returned to Comptech unsealed will be refused.

3.8.11.3: Crankshaft Position Sensor and Crankshaft pulley relationship MUST be as specified in the 2006-2009 MX-5 Factory service manual, CRANKSHAFT POSITION (CKP) SENSOR INSPECTION [LF] Pg. 01-40-34.

3.8.11.4: MAZDASPEED cold air intake system (p/n: 0000-06-5150-KT) is required.

3.8.11.5: MAZDASPEED Exhaust Header (p/n: 0000-06-5407) is required

3.8.11.6: MAZDASPEED exhaust system (p/n: 0000-06-5427-KT) is required.

3.8.11.7: A dry break coupling must be installed between the rigid fuel supply line and the fuel rail per Appendix M.

3.8.11.8: Vehicles must produce of a reading of 94 dBA or less on a Sound Test. See Article 3.10.2 for Sound Test procedures.

3.8.12: ENGINE CONTROL UNIT (ECU)

3.8.12.1: All MX-5 cup competitors will be required to use the official MX-5 Cup ECU calibration (P/N 0000-10-MPCM-01) The calibration file is available from and can only be installed by the series Technical Manager. The cost to the competitor is $650 per ECU

3.8.12.2: Tampering either electrically or mechanically with an SCCA ECU is strictly prohibited. Tampering with an ECU may result in disqualification, loss of all points and money earned at that event, and a fine of up to $10,000.00.

3.8.12.3: All ECU's used in the series MUST report a valid 16-digit Mazda Vehicle Identification Number (VIN) or a MX-5 Cup ECU serial number. No "Prototype or Pre-production" ECU's will be permitted.

3.8.12.4: All teams must provide an auxiliary power source to the ECU that is not disconnected when the Master Electrical Cut-off Switch is turned off.

3.8.12.5: Instrument cluster shall be an unmodified OE part.

3.8.13: DRIVETRAIN

3.8.13.1: The stock 2006-2011 6-speed gearbox, internal parts and ratios shall be used by all cars.

3.8.13.2: MAZDASPEED 3-4 shift fork (P/N 0000-02-5701) is allowed.

3.8.13.3: Gear Ratios:

1st - 3.82; 2nd - 2.26; 3rd - 1.64; 4th - 1.18; 5th - 1.00; 6th - 0.83

Alternate 6th gear - 0.79 (P/N: F5D2-17-611A) may be used

3.8.13.4: The OE open differential or OE limited slip differential may be used.

Final Drive Ratio: 4.10:1

3.8.13.5: No treating, polishing or coating transmission, differential or axle components is permitted.

3.8.13.6: Teams shall pre-drill the bottom left bolt at the rear of the gearbox and the rear of the differential housing with a 1/16"-1/8" size drill bit. Teams shall also pre-drill the central external fin next to each of the drilled bolts to allow a wire seal to be installed.

3.8.14: SUSPENSION AND STEERING

3.8.14.1: All cars must use the MAZDASPEED MX-5 Cup Kit (Part Number: K-SPEC-M5-PRO6). Kits must be used in their entirety, with no parts substituted or omitted. The following is a breakdown of components supplied in the kit:

Part	Location	Part Number	Notes
Shocks	Front	0000-04-5254	Double adjustable, threaded body
	Rear	0000-04-5255	
Springs	Front	0000-04-9700-08	
	Rear	0000-04-9400-07	
Anti-Roll Bars	KIT	GRMS-8M-D16	Rear bar is adjustable
ARB end links	Front	0000-04-5499	Link is adjustable, two needed
	Rear	0000-04-5498	
Helper Spring and Adapter Spring Perch	Front and Rear	0000-04-HLPR-EB	

3.8.14.2: Only stock, unmodified 2006-2008 front uprights are allowed. 2009-2011 uprights are NOT approved.

3.8.15: BRAKES

3.8.15.1: *Hawk Brake Pads are the Official Brake Supplier to MX-5 Cup. All brake pads must be purchased from MAZDASPEED Motorsports.*

3.8.15.1.1: *Front Brake Pads must be MAZDASPEED p/n 0000-03-5M04-60*

3.8.15.1.2: *Rear Brake Pads must be MAZDASPEED p/n 0000-03-5M14-30*

3.8.15.2: MAZDASPEED brake duct kit (p/n: 0000-07-5805) is Required.

3.8.15.3: Brake Rotor Specifications

Location	Diameter	Thickness	Notes
Front	290mm (11.4")	23mm (0.9")	Vented
Rear	280mm (11.0")	11mm (0.4")	Solid

3.8.16: WHEELS

3.8.16.1: Wheels shall be one of four OE Mazda MX-5 17"x7" wheels.

Style 1: (p/n: 9965-38-7070) Style 2: (p/n: 9965-45-7070)

Style 3: (p/n: 9965-40-7070) Style 4: (p/n:9965-45-7070)

3.8.16.2: Minimum wheel weight 17.3lbs

3.8.16.3: Wheels may not be modified to achive minimum weight.

3.8.16.4: Wheels may be painted or powder coated.

ARTICLE 3.9: AUTHORIZED MODIFICATIONS

3.9.1: CHASSIS

3.6.8.2: The driver's side inner door structural panel may be removed to fit the cage, but the stock side impact beam, and the outside door latch/lock operating mechanism shall not be removed, or modified.

3.6.8.3: Air jacks are permitted but no air source may be carried on board.

3.9.2: COCKPIT

3.9.2.1: Any steering wheel except wood rimmed types may be used. Any shift knob may be used.

3.9.2.2: A dead pedal/foot rest and heel stop may be added. Foot pedals may be modified to improve driver comfort.

3.9.2.3: The heater system and air conditioning equipment located in the engine compartment may be removed, but the equipment located in the cockpit shall remain intact.

3.9.3: BODY

3.9.3.1: Windshield clips are permitted and recommended.

3.9.3.2: The MAZDASPEED lexan windshield (P/N 0000-07-5101-LX) may be used in place of the stock windshield.

3.9.3.3: The front quarter-windows on the doors may be removed.

3.9.3.4: Inner hood insulation liner may be removed.

3.9.3.5: Hood pins are permitted. If hood pins are fitted, the OE latch may be removed.

3.9.3.6: Auxiliary screen material may be used behind the OE grille piece.

3.9.3.7: Left and right front inner fender liners must remain intact. Inner fender liners may be riveted in place and a small portion of the liners may be trimmed away where the tire makes contact with the inner fender liners. Left and right front fender liners may be removed only if the large excess holes are closed off using .040" - .060" aluminum and securely fastened into place using rivets.

3.9.3.8: Rear fender housings

3.9.3.9: Front and Rear fender lips may be rolled to prevent tire damage.

3.9.10: Side marker lenses may be substituted with a more durable material as long as they retain their original shape and color.

3.9.4: ENGINE

3.9.4.1: A turn at the end of the exhaust pipe may be used to help disperse/direct noise in order to meet specified decibel limit in all conditions.

3.9.4.2: OEM exhaust system heat shields may be removed. Exhaust headers and exhaust systems may be wrapped, coated or both.

3.9.4.3: The oxygen sensor may be reinstalled in the competition exhaust system. The sensor shall be placed in the exhaust system within reach of the OE electrical connection for the oxygen sensor. The bung needed to reinstall the oxygen sensor may be purchased from MAZDASPEED.

3.9.4.4: A engine to fender brace may be used if mounted in such a way that it does not foul brake lines, fuel lines, or other systems that would interfere with the safe operation of the vehicle under race conditions.

3.9.4.5: Spark plugs are unrestricted.

3.9.4.6: Cooling System

3.9.4.6.1: The alternate radiator (p/n: 0000-01-5550) from MAZDASPEED is permitted.

3.9.4.6.2: Thermostats may be modified, removed, or replaced.

3.9.4.6.3: Bleeder screw may be added to heater hose tube.

3.9.4.6.4: MAZDASPEED oil cooler (p/n: 0000-01-5100-KT) may be installed.

3.9.4.6.5: Glycol-based coolants are not permitted. Additionally, any other coolants that significantly reduce the friction properties of the racing surface beyond what plain water does are not permitted.

3.9.4.6.6: The gap between the top and sides of the radiator and the core support may be sealed with tape, silicon, foam, etc.

3.9.5: DATA ACQUISITION

3.9.5.1: Vehicles may be equipped with additional Data Acquisition Systems, consisting of a data logger, sensors and required wiring. Any additional data acquisition system must have a separate wiring harness with visible wire tracing ability.

3.9.6: DRIVETRAIN

3.9.6.1: Clutch - The clutch disc and pressure plate must be bolted directly to an unmodified stock flywheel. Allowable clutch components are as follows:

Part	Applicable Part Numbers
Clutch Disc	Mazda LF04-16-460B

Part	Applicable Part Numbers
	MAZDASPEED 0000-02-5415-AC
	MAZDASPEED 0000-02-5416-AC
Pressure Plate	Mazda LF04-16-410A
	MAZDASPEED 0000-02-5405-AC

Part	Diameter (in)	Min. Weight (lbs)
Clutch disc:	8.5	1.7
Pressure Plate:	9.875	9.4
Flywheel:	11.0	16.0
	9.375 (machined surface)	

3.9.7: SUSPENSION AND STEERING

3.9.7.1: The anti-roll bar end links shall be used as provided. However, the anti-roll bar end links may be connected, or disconnected.

3.9.7.2: Suspension alignments (camber, caster, toe) are unrestricted within the limits of the unmodified factory adjustments.

3.9.7.3: Minimum ride height is 3.5 inches measured from the lowest part or component of the car, excluding suspension and complete wheels. See Article 3.10.3 for Ride Height measurment procedures

3.9.7.4: Bump stops are not supplied with the Sachs shocks. No shock absorber bump stops may be used.

3.9.7.5: The rear shock towers supplied with the MAZDASPEED suspension kit may be reinforced through the addition of material to, and welding of, the shock towers. Any reinforcement shall not connect the shock tower to more area of the chassis than the unreinforced shock tower contacts.

3.9.7.6: Hardware items (e.g. nuts, bolts) may be replaced by similar items performing the same fastening function(s).

3.9.7.7: The aluminum mounting ring on the OE shock tower assembly that mounts to the underside of the chassis may be cut off the OE rear shock tower assembly, have the center hole opened up to allow the remote reservoir shock to slide through, and be used on the underside of the chassis to sandwich the chassis in conjunction with the MAZDASPEED supplied shock tower.

3.9.7.8: RX8 front hubs may be substituted in place of the O.E. hubs. To complete the conversion the following parts may be purchased from MAZDASPEED: Front Hub #F151-33-04X, ABS Adaptor #0000-03-5901, special installation tool# 0000-03-5902. Or F189-33-04X may be used.

An "L" shaped retainer is allowed for the ABS adaptor housing provided it serves no other purpose.

3.9.8: BRAKES

3.9.8.1: Backing plates and dirt shields may be ventilated or removed.

3.9.8.2: Brake lines may be replaced with steel lines, or Teflon lined metal braided hose.

3.9.8.3: The parking brake may be removed in order to fit the specified interior trim kit into the car.

3.9.9: ELECTRICAL

3.9.9.1: Batteries may be replaced with those of an alternate manufacturer, provided they are of similar amp-hour capacity, size, and weight and are fitted in the standard location. Additional battery hold-down devices may be used, and are recommended. The positive battery terminal shall be insulated to prevent sparking.

3.9.9.2: With the exception of the wiring needed to install the safety equipment, to operate the approved AIM data system, to preserve power to the ECM, or to repair accident damage, there shall be no

additional non-OE wiring, connections, etc. to any wiring harness, or component of the car.

3.9.10: WHEELS

3.9.10.1: Aftermarket wheel studs and lug nuts are permitted.

3.9.10.2: Wheel spacers are not permitted.

3.9.11: FUEL TANK

3.9.11.1: Unleaded fuel filler trap door and restrictor plate in filler neck may be removed.

ARTICLE 3.10: TECHNICAL PROCEDURES

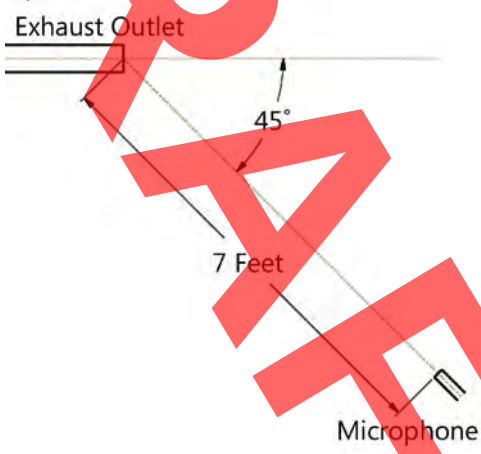
In addition to the General Technical Procedures in Article 1.4.4, the following technical procedures apply to MX-5 Cup events

3.10.1: FUEL TEST

Fuel will be tested as directed by the TECHNICAL MANAGER. When a fuel sample is drawn from a car, the sample must be the same color as the fuel supplied. Fuel will be tested by any other deemed appropriate by the TECHNICAL MANAGER. All fuel will be tested against a sample taken from the fuel supplied at the event.

3.10.2: SOUND TEST

Sound levels will be measured with the vehicle stationary. A microphone will be placed 533mm (21in) off the ground, seven feet from the exhaust outlet, at a 45 degree angle to the outlet in the horizontal plane. The vehicle's engine speed will be held constant at 4500 RPM while the sound measurement is taken.



3.10.3: RIDE HEIGHT MEASURMENT

Ride height will be measured from the lowest part or component of the car, excluding suspension and complete wheels.

3.10.4: SCCA Pro Racing reserves the right to confiscate a tire from a competitor and/or manufacturer at any time for purposes of inspection and/or laboratory analysis.

3.10.5: SCCA Pro Racing may require a competitor/entrant to replace one or more, components with a manufacturer's original/replacement, or other approved, component at any time prior to the competition (e.g. intake manifold, air flow sensor).

ARTICLE 4: TRANS AM

SERIES WEBSITE
www.trans-amracing.com

ARTICLE 4.1: PURPOSE AND INTENT (TA, TA2, GGT)

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 competitor interest and manufacturer incentive. With this in mind, SCCA Pro Racing will use the following guidelines in the determination of the suitability for classification in the Trans-Am Category:

4.1.1: CLASSES

- Trans-Am (TA), based on the Pro Racing Trans-Am Classification
- Trans-Am II (TA2), based on the SCCA General Competition Regulations GT2 Classification, and SCCA Pro Racing's version of the SCCA Club Racing GTA classification
- *Trans-Am Global GT, for racecars such as the Porsche GT3 Cup, Ferrari 430 Challenge, as well as the potential to include other similar vehicles.*

4.1.2: Class Specific Articles (Article 4.7 Trans-Am, Article 4.8 Trans-Am 2 (GT2 Based), Article 4.9 Trans-Am 2 (GTA Based), Article 4.10 Trans-Am Global GT only apply to vehicles competing in the indicated class.

4.1.3: In cases of contradiction in rules, Class Specific Articles have precedence over all other Articles.

ARTICLE 4.2: POINTS AND AWARDS (TA, TA2, GGT)

4.2.1: MANUFACTURERS' CHAMPIONSHIP POINTS

4.2.1.1: SCCA Pro Racing will award Championship points and maintain the point standings to determine a Manufacturer Champion. Points will be awarded as follows:

Position:	**1**	**2**	**3**	**4**	**5**	**6**
Points:	9	6	4	3	2	1

4.2.1.1.1: The Manufacturer of the first place car will be awarded 1st Manufacturer Position points. The next highest finishing Manufacturer will be awarded 2nd Manufacturer Position points, and so on until up to 6 Manufacturers have been awarded points.

4.2.1.1.2: Vehicles must be classified as finishers to score Manufacturers' Points.

4.2.1.2: Ties in the final point standings in the Manufacturers' Championship will be decided based upon the number of first place finishes; then, if necessary, the number of second place finishes, etc.

4.2.2: DRIVERS' CHAMPIONSHIP POINTS

4.2.2.1: SCCA Pro Racing will award Championship points in each racing class and maintain the point standings to determine a Drivers' Champion per class. Points will be awarded to drivers based on their final positions at each event as follows::

Position:	**1**	**2**	**3**	**4**	**5**	**6**	**7**
Points:	125	110	102	96	92	88	84

Position:	**8**	**9**	**10**	**11**	**12**	**13**	**14**
Points:	80	76	72	68	64	60	56

Position:	15	16	17	18	19	20	21
Points:	53	50	47	44	41	38	36
Position:	22	23	24	25	26	27	28
Points:	34	32	30	28	26	24	23
Position:	29	30	31	32	33	34	35
Points:	22	21	20	19	18	17	16
Position:	36	37	38	39	40	41	42
Points:	15	14	13	12	11	10	9
Position:	43	44	45	46	47	48	49
Points:	8	7	6	5	4	3	2
Position:	50	51	52	53	54	55	56
Points:	1	1	1	1	1	1	1
Position:	57	58	59	60			
Points:	1	1	1	1			

4.2.2.2: Championship Points will be awarded to Drivers qualifying in the top five grid positions as follows:

Position:	1	2	3	4	5
Points:	8	6	4	2	1

4.2.2.3: 3 points will be awarded to any driver who leads a lap and 3 points to the driver leading the most laps. In case of a tie the driver with the highest-finishing position is awarded the point.

4.2.2.4: Ties in the final point standings in any of the Championships will be decided based upon the number of first place finishes in class; then, if necessary, the number of second place finishes, etc.

4.2.2.5: A driver must be classified as a starter to score Championship points.

4.2.3: AWARDS:

All series awards will be presented at the year-end awards banquet following the final round of the season.

4.2.3.1: Drivers' Champions

Annual awards honoring the driver(s) having the highest championship point total in each class for the season.

4.2.3.2: Rookie of the Year

The Trans-Am Rookie of the Year honors the rookie(s) with the most Drivers' Championship points in each class at the end of the season. To be eligible for Rookie status, a driver may have competed in no more than three (3) Trans-Am races (in any category) in a single previous season and no more than five (5) Trans-Am races in his career and not won a race in a previous season.

The purpose of the Rookie program is to recognize drivers that are early in their professional racing careers. Eligibility is subject to approval by SCCA Pro Racing, which will take into account previous racing experience

4.2.4 RACE AWARDS

Any race awards such as Hole Shot, Hard Charger, etc. that are based on the number of positions that a car moves up through the field from

its starting position are contingent upon a car's natural qualifying position. If a car gets artificially moved down in the field due to changing more than one tire, changing/working on the engine, changing cars, being penalized for any reason, etc. after qualifying, that car will not be eligible for those race awards

4.2.5 OTHER AWARDS

Additional prize money, product contingency and/or a combination of both may be available based on sponsor participation. SCCA Pro will announce sponsor involvement in press releases, e-mails to registered team/drivers with valid e-mail addresses on file with SCCA Pro Racing, and on the Series Website

ARTICLE 4.3: GENERAL PROCEDURES (TA, TA2, GGT)

4.3.1: TEAM REPRESENTATIVE

4.3.1.1: Each team will designate one person to act as the team representative. This spokesperson is the only person who may speak for the team OFFICIALLY, including filing protests and making changes and additions to the team's credential list. If the team representative must be changed during the event, the Registrar, Chief of Timing and Scoring, TECHNICAL MANAGER, and CHIEF STEWARD must be notified.

4.3.1.2: In addition to the primary team representative, a secondary team representative shall be designated in case the primary team representative is incapacitated.

4.3.1.3: A driver may not act as the team representative.

4.3.2: NUMBER REGISTRATION

4.3.2.1: Multiple vehicles will not be assigned the same number. This applies to vehicles registered in separate classes.

4.3.2.2: The number 1 will be assigned as follows:

4.3.2.2.1: If only one previous season Drivers' Champion registers for the current season, he must carry the number 1.

4.3.2.2.2: If multiple previous season Drivers' Champions register for the current season, the one with the highest Championship Point total in the previous season must carry number 1.

4.3.2.2.3: If no previous season Drivers' Champions register for the current season, then number 1 will not be assigned.

4.3.2.3: The Deadline for number registration is midnight central time, February 1, 2011. If a number is registered for multiple vehicles before the Deadline, the number will be assigned as follows:

4.3.2.3.1: First priority will be given to previous season Drivers' Champions not carrying number 1.

4.3.2.3.2: Second priority will be given to teams that had registered the number in the previous season.

4.3.2.3.3: Third priority will be given to drivers with the highest Championship Point total at the end of the previous season.

4.3.2.3.4: Fourth priority will be given to the vehicle registration submitted first.

4.3.2.4: Following the deadline, numbers will be assigned when registration is received.

4.3.2.5: A driver must use the number registered to him at all times. If a driver changes cars within the same team, he shall transfer his number to that car. Drivers changing teams may change numbers to a registered number of the new team.

4.3.3 REGISTRATION

Check the supplemental regulations for each event for exact registration location(s) and times. All Trans-Am drivers, crewmembers, guests, and sponsors must register at each event.

4.3.4: DECALS AND PATCHES

4.3.4.1: Cars must have decals applied as specified in the Required Decal Placement documents available on the Series Website and at

the series trailer.

4.3.4.2: Driver suits and team uniforms must have logos displayed as specified in the Required Patch Placement document available on the Series Website and at the series trailer.

4.3.4.3: Each team shall place an 18" x 18" decal on the rear door of their trailer(s) that contains the following information: series name (Trans-Am), class that the team is competing in, and car number(s).

4.3.5: VEHICLE APPEARANCE

4.3.5.1: All of a team's vehicles and equipment shall be neat and clean in appearance. This includes cars, pit carts, scooters, and transporters. Any modifications to a car shall be done in a way that maintains this requirement.

4.3.5.2: The paint scheme on cars is unrestricted provided that it is appropriate and the contrast with the required decals is adequate. Unfinished cars or unpainted cars will not be allowed (no primer cars).

4.3.5.3: The series reserves the right to prohibit a car from racing due to its appearance, including damage sustained from an on track incident at the current event.

4.3.5.4: All bodywork and windows shall be sufficiently rigid, adequately supported, and properly secured such that it does not noticeably flutter, move, or deform while the vehicle is in motion.

ARTICLE 4.4: COMPETITION PROCEDURES (TA, TA2, GGT)

4.4.1: START

A rolling start will be used. See Appendix N for procedures.

4.4.2: RESTARTS

4.4.2.1: If it should become necessary to red flag/stop a race, the CHIEF STEWARD may order a complete restart according to the original starting positions; he may restart the cars in single file in the overall order in which the automobiles completed their last completely scored lap; or he may restart as otherwise provided in the Supplementary Regulations. Restarts may be accomplished by using a scoring tape, or a lap chart, whichever best fits the conditions at hand, to be determined by the CHIEF STEWARD in consultation with the Chief of Timing and Scoring.

4.4.2.2: A race that is stopped at 50%, or more, of its scheduled distance/time and is not restarted shall be scored as of the last completely scored lap.

4.4.3: JUMPING START / RESTART

The lead car shall set a steady pace and is responsible for leading the field to a safe start. The lead car is expected to not drastically speed up, slow down, weave back-and-forth, or otherwise "play games" once the safety car has left the track. Racing shall resume throughout the entire field when the green flag is displayed. A restart judge, and/or radar gun, will be used to help determine if cars jump the restart by accelerating early, or otherwise attempting to improve position. Cars out of a single-file line when the green flag is displayed will be considered as attempting to improve their position. Cars that are deemed to have jumped the restart may be black-flagged and held at pit out for a period of up to one minute. The CHIEF STEWARD may levy other penalties at his discretion.

4.4.4: RACE LENGTH

Trans-Am races will be 100 miles in duration unless otherwise specified in the pre-race schedule, Supplemental Regulations, or otherwise changed by the CHIEF STEWARD during the course of the event weekend.

4.4.5: POST RACE CEREMONIES

4.4.5.1: At the conclusion of each race, the top three finishers, as well as any award winners announced over the official race control frequency, shall attend winner's circle ceremonies as directed by SCCA Pro Racing. Drivers participating in any celebration involving the spraying of any liquids shall remain on the victory podium/rostrum. Drivers are prohibited from spraying any participants, photographers or staff that are not on the rostrum/podium .

4.4.5.2: Following the post-race awards ceremony, the top three finishers are required to attend a post-race press conference as directed by SCCA Pro Racing and series officials.

4.4.6: RADIO USE

4.4.6.1: One working two-way voice radio with car-to-pit communication capability is required at all times.

4.4.6.2: Radio Frequencies and DPL codes MUST be registered with SCCA Pro Racing.

4.4.6.3: Radio signals cannot be encrypted or scrambled. Frequency hopping or Digital radios and trunking equipment are not permitted. Frequency range limited to 450 to 470 MHz. Power limited to 10 watts on mobile, repeater and base units and 4 watts on hand held units.

4.4.6.4: Teams are limited to a maximum of four frequencies per car entered. SCCA Pro Racing may choose to record conversations to be reviewed at a later date.

4.4.6.5: SCCA Pro Racing recognizes that the FCC by law requires radio frequency users to be licensed. Teams MUST comply with all Federal, State and Local laws regarding two-way radio communication

4.4.6.6: SCCA Pro Racing requires that all teams monitor the race control channel at all times their cars are scheduled to be on track.

4.4.6.7: Race Control must be monitored on frequency 451.8000 MHz.

ARTICLE 4.5: SAFETY (TA, TA2, GGT)

Vehicles must pass a technical inspection as specified in Appendix B.

4.5.1: ROLL CAGE

4.5.1.1: All cars shall have a full roll cage meeting the requirements set forth in Appendix J.

4.5.2: COCKPIT

4.5.2.1: An on-board fire extinguishing system must be installed per Appendix C.

4.5.2.2: A driver restraint system must be installed per Appendix G.

4.5.2.3: Window and Right Side Nets must be installed per Appendix H.

4.5.2.4: A drivers seat must be installed per Appendix K.

4.5.3: ELECTRICAL

4.5.3.1: A Master Electrical Cut-Off Switch must be equipped per Appendix D.

4.5.3.2: Brake Lights

4.5.3.2.1: Two (2) operating brake lights and two (2) operating tail lights are required at the rear of the car.

4.5.3.2.2: The original tail light and brake light lenses shall be retained, and shall be located in their original positions Trans-Am 2 (GTA Based) cars must meet Article 4.9.4.15

4.5.4: DRIVETRAIN

4.5.4.1: All cars shall use an SCCA Pro Racing approved form of clutch/flywheel scatter protection listed in Appendix E, without exception.

4.5.5: FUEL CELL

4.5.5.1: Fuel Cells must comply with Appendix I.

4.5.5.2.: The maximum fuel cell capacity shall be 33 U.S. gallons

4.5.5.3: No part of the fuel cell shall be closer to the ground than six (6) inches, unless contained within and above the lowest part of the basic structural frame rails of the vehicle and fully enclosed.

4.5.5.4: The fuel cell shall be located in approximately the same location as in the original vehicle, or may be relocated behind the rear axle. It shall not be located within the protected area of the driver/passenger compartment unless specifically authorized in the PRR.

4.5.6: HOSES/LINES

4.5.6.1: All fuel, oil, and coolant lines (including those lines that perform fill, overflow, vent, return, etc., functions) which pass through the driver/passenger compartment shall be made of metal or metal braided hose, and shall be equipped with AN-Series threaded couplers.

4.5.6.2: For front engine cars, no oil or fuel line located to the rear of the transverse engine compartment firewall shall be located in a compartment or otherwise restricted area which also contains any component of the exhaust system.

4.5.7: TOWING

4.5.7.1: Cars must have towing eyes or straps, front and rear, which do not dangerously protrude from the bodywork. The towing eyes or straps must be strong enough to tow the car from a hazard such as a gravel trap. The eyes or straps must be easily accessible without the removal or manipulation of body work or other panels. Towing eyes inside diameter must be at least 2 inches.

4.5.7.2: There shall be an arrow that contrasts strongly with the vehicle paint scheme, pointing to each tow eye/strap/cable.

4.5.8: DRIVER SAFETY EQUIPMENT

4.5.8.1: Driver Safety Equipment is required per Appendix L.

4.5.9. WHEEL SAFETY SPRINGS

4.5.9.1: If a single nut wheels are used, safety springs or approved locking devices must be used whenever the car is on track

ARTICLE 4.6: COMPETITION CONFIGURATION (TA, TA2)

4.6.1: CHASSIS

4.6.1.1: Construction of tube frame cars is permitted

4.6.2: WHEELS AND TIRES

4.6.2.1: Cars must compete on class specified Goodyear tires.

4.6.2.2: Soaking or chemical treating of the tires is prohibited. Tire warmers are Prohibited.

4.6.2.3: Teams shall leave their tires used for qualifying, and/or the race, mounted on the car until the car has cleared the post-session technical inspections, or if the car is not required to go through a post-session technical inspection, released from pit lane by a staff member.

4.6.2.4: The TECHNICAL MANAGER will mark four (4) dry tires (slicks) per car prior to qualifying. The TECHNICAL MANAGER will specify one, or more, periods of time on the schedule when all teams must have their tires laid out and prepared to be marked at their paddock. The technical staff will come around to the individual team paddock areas to mark each team's tires during the specified time(s). Once a team's tires have been marked they may be put away. Teams not being prepared to have their tires marked during the specified time may be penalized.

4.6.2.5: All cars shall start the race on the same set of marked dry tires that they qualified on, or on the set of dry tires the team had marked prior to qualifying if rain tires (treaded) were used in the qualifying session.

4.6.2.6: Teams may change one dry tire, any time after qualifying begins, without penalty. The Technical Manager must be notified and the new tire marked.

4.6.2.6.1: One tire may be changed per pit stop during the race without penalty with the following exceptions:

Changing from dry tires to rain tires.

Changing from rain tires to dry tires.

4.6.2.7: If a team changes more than one marked dry tire once the qualifying session begins, that car will lose all qualifying times and be moved to the back of the grid. If the team notifies the TECHNICAL MANAGER of this change in time to have the grid sheets cor-

rected and reprinted the car in question may start at the back of the grid. However, if a car shows up on the pre-grid with more than one unmarked tire without informing the TECHNICAL MANAGER of the change in time to correct and reprint the grid sheets, that car shall start the race from pit lane after the field clears pit-out.

4.6.2.8: When to use rain tires is the decision of the crew chief of each team. If the crew chief decides to use rain tires in all or a part of qualifying, but not in the race, the car shall start the race on the set of four (4) dry tires that were marked prior to qualifying. If the crew chief decides to use the four (4) marked dry tires in qualifying, but not in the race, the car may start on any set of rain tires, new or used. If the crew chief decides to use rain tires in both qualifying and the race, any combination of rain tires, new or used, may be used.

4.6.3: FUEL

All cars shall use fuel, as defined below.

4.6.3.1: SUNOCO is the "Official Fuel of the Trans-Am Series". Competitors are allowed their choice of the following two fuels:

SUNOCO 260 GTX, unleaded, 98 (R+M)/2

SUNOCO Standard Racing Gasoline, leaded, 110 (R+M)/2

Competitors must notify the Technical Manager of their fuel choice.

4.6.3.2: The use of any gasoline other than the specified SUNOCO fuel is strictly forbidden. Additives are not allowed. Any violation of this section may result in disqualification, loss of all points and money earned at that event, and a fine of up to $10,000.00.

See Article 4.11.1: for Fuel Testing procedures

4.6.3.3: Cooling of fuel is prohibited. This applies equally, whether the fuel is in the car, or not.

4.6.3.4: A FIA approved dry break must be installed per Appendix M.

4.6.3.5: Unleaded fuel will be required for 2013, and as early as 2012

4.6.4: SOUND

4.6.4.1: The exhaust sound limit is 125 dBA, regardless of weather conditions.

See Article 4.11.2 for Sound Test procedures

4.6.5: TRACTION CONTROL

4.6.5.1: Traction Control is not allowed. Traction Control includes any device, program, and/or system, other than direct driver throttle and/or brake input, that reduces engine power or RPM output to control drive wheel speed.

4.6.5.2: Parties who commit a Traction Offense, as determined by SCCA Pro Racing, will lose all season points and be subject to suspension and fines.

ARTICLE 4.7: TRANS-AM

4.7.1: SPECIFICATIONS

Cars shall be listed according to the manufacturer's make and model designation. In the case of doubt involving specifications not adequately described in the Trans-Am Rules, 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. Cars may be updated or backdated within the specifications of the recognized make and model as listed. Any classified engine may be used in a classified chassis within the same manufacturer as shown on the specification line.

4.7.2: TIRES

4.7.2.1: Trans-Am cars will compete on Goodyear tires having the 430 compound. This applies to all official practice, qualifying and race sessions.

4.7.2: WEIGHT
Cars shall meet or exceed their minimum specified weight, as listed, as qualified or raced, with driver.

4.7.3: MODIFICATIONS
No permitted component/modification shall additionally perform a prohibited function.

4.7.5: ENGINE

4.7.5.1: Component Modification

4.7.5.1.1: It is permitted to lighten, balance, or modify in shape, by any mechanical or chemical means, the standard, optional, or alternate components of the engine, provided it is always possible to positively identify them as such.

4.7.5.1.2: Material shall not be added to these components unless specifically authorized by these rules.

4.7.1.1.3: The original direction of engine rotation shall be retained.

4.7.5.2: Induction System

4.7.5.2.1: All inducted air shall pass through the throttle venturis.

4.7.5.2.2: The specified carburetor(s) or specified fuel injection may be modified. The number, model, type, throttle bore and/ or venturi restriction shall remain as specified. Refer to Article 4.7.14.1 for additional induction specifications.

4.7.5.2.3: Any air filter(s), velocity stack(s), and or air box(es) may be fitted. Air may be ducted to the carburetor or fuel injection provided that the ducting is completely contained within the engine compartment and that the air to be ducted is supplied through normal (or as specifically authorized herein) openings in the bodywork. Cars may duct air to the carburetor airbox through an opening in the back of the hood, rectangular in shape, maximum width of 20 inches, maximum length of 3.5 inches.

4.7.5.2.4: Intake manifolds are unrestricted.

4.7.5.2.5: Any throttle linkage may be used. All throttle linkages shall be equipped with more than one system of positive throttle closure.

4.7.5.2.6: Turbocharging /supercharging is prohibited.

4.7.5.3: Fuel System

4.7.5.3.1: Any fuel line(s) may be used. All fuel line(s) passing through the driver/passenger compartment shall be made of metal braided hose with AN-Series threaded couplings.

4.7.5.3.2: Any fuel pump(s), filter(s), and pressure regulator(s) may be used. Such components may not be located in the driver/passenger compartment, but their location within the bodywork of the car is otherwise unrestricted.

4.7.5.4: Emission Equipment

4.7.5.4.1: Exhaust emission control equipment shall be removed in their entirety. When air injection nozzles are removed from a cylinder head, the resultant holes shall be completely plugged.

4.7.5.5: Cylinder Heads

4.7.5.5.1: The standard production, optional, or specified alternate(s) cylinder head(s) shall be used. Any valve guides and valve seats may be used.

4.7.5.5.2: Material(s) may be added to the combustion chamber(s) and interior ports/passages of the cylinder head(s). The addition of such material(s) shall not enable the combustion chamber and/or interior ports/passages to be moved external to the original physical limitations of the cylinder head(s).

4.7.5.5.3: V-6 and V-8 General Motors engines are permitted: Buick, Chevrolet, Oldsmobile, Pontiac, Brodix, Brownfield, Dart, Edlebrock, Pro Action 14-degree, or Airflow Research 210, 215, 220, and 227 cylinder heads of cast iron or aluminum. All Pro cylinder head, part

270-LM-13 is permitted Any cylinder head(s) utilized shall be of a conventional design (siamesed intake ports, two (2) valves per cylinder, all valves in line), direct replacement type. General Motors SB2 cylinder heads are permitted.

4.7.5.5.4: V-6 and V-8 Ford engines are permitted: Ford Motorsports inline-valve or canted-valve cylinder heads of cast iron or aluminum. Alternate cylinder heads from Airflow Research, Brodix, Cylinder Head Innovations, Dart, Edelbrock, Pro Action, and World Products. Any alternate cylinder head(s) utilized shall be of a conventional design (two valves per cylinder, all valves inline) direct replacement type

4.7.5.5.5: V-6 and V-8 Chrysler engines are permitted: MOPAR Performance conventional design (siamesed intake ports, two (2) valves per cylinder, all valves inline), direct replacement cylinder heads.

4.7.5.6: Camshaft and Valve Gear

4.7.5.6.1: Any camshaft(s) mounted in the standard location(s) may be used. Any cam followers may be used. Springs and mounting hardware which act directly on the cam followers may be added.

4.7.5.6.2: Camshaft drive mechanism is unrestricted.

4.7.5.6.3: Push rods, rocker arms, and rocker arm supports are unrestricted.

4.7.5.6.4: Valves are unrestricted.

4.7.5.6.5: Valve springs, retainers, keepers, and seals are unrestricted.

4.7.5.7: Block

4.7.5.7.1: The standard production, manufacturer's heavy duty (of the same basic materials as the original block), or specified alternate engine block shall be used.

4.7.5.7.2: The block may be bored and/or sleeved to achieve the correct displacement.

4.7.5.7.3: The block may be machined, and O-rings may be added to replace or supplement the head gasket(s).

4.7.5.7.4: The crankshaft main bearing caps may be substituted. Additional main bearing caps and/or bolts may be used provided that no material is added to the block for their attachment.

4.7.5.7.5: No angle machining of the deck surface is allowed. The deck must be perpendicular to the cylinder bore.

4.7.5.7.6: Aluminum blocks are prohibited for 2-valve per cylinder engines.

4.7.5.7.7: Engines having 4-valves per cylinder must use the same block material as the production engine (cast iron or aluminum only).

4.7.5.7.8: In all cases the following standard block dimensions must be maintained:

Crankshaft Location

Cylinder Bore Spacing

Bank Angle

Crankshaft centerline to deck face

4.7.5.8: Pistons and Rods

4.7.5.8.1: Pistons and piston pins are unrestricted. The compression ratio is unrestricted.

4.7.5.8.2: Connecting rods are unrestricted, provided that they are made of a ferrous material, e.g., steel. Aluminum, titanium, graphite, etc., rods are prohibited.

4.7.5.9: Crankshaft and Flywheel

4.7.5.9.1: The crankshaft is unrestricted, provided it is made of the same basic material as the standard production crankshaft. Those

vehicles originally equipped with an iron crankshaft may use a steel crankshaft. All alternate crankshafts shall retain the same angle(s) of crank throws as the original crankshaft.

4.7.5.9.2: The use of any crankshaft vibration damper is permitted.

4.7.5.9.3: The use of any flywheel and clutch is permitted.

4.7.5.10: Oiling System

4.7.5.10.1: The use of any oil pan (sump), oil pump(s), and/or oil pickup(s) is permitted. Oil pump(s) shall be mechanically driven by the engine. Dry sump systems are permitted. Any oil tank(s) used by such a system shall be located within the bodywork, and any oil lines utilized within the system shall be metal or metal braided, equipped with AN-Series threaded couplers.

4.7.5.10.2: The use of any oil filter(s) is permitted.

4.7.5.10.3: The oil tank(s), cap(s), oil filter(s), and any fittings attached thereto shall be isolated by a metal bulkhead(s), so that in the event of any spillage, leakage, or failure, oil will not reach the driver.

4.7.5.10.4: Oil holding tanks and engine breathers, whether directly or indirectly ventilating the crankcase, transmission/transaxles breathers, and differential breathers shall be equipped with oil catch tanks. Oil catch tank must meet requirements found in Oil holding tanks and oil filters may be mounted in the driver/passenger compartment. A metal bulkhead shall prevent exposure of the driver to oil spillage. Oil catch tanks shall vent into the engine compartment or outside the driver's compartment. A crankcase vacuum breather that passes through the catch tank(s) to exhaust system or vacuum devices that connect directly to the exhaust system is prohibited.

4.7.5.11: Electrical System

4.7.5.11.1: The use of any driver operated electrical starter is permitted.

4.7.5.11.2: The use of any ignition system (except magneto ignition) is permitted, provided the number of spark plugs remains the same as that of the standard production, optional, or alternate cylinder head(s). Driver controlled adjustable spark timing is prohibited.

4.7.5.11.3: The remaining components of the engine electrical system are unrestricted.

4.7.5.12: Exhaust System

4.7.5.12.1: The components of the exhaust system are unrestricted. Refer to Article 4.7.12.3.2 and Article 4.7.12.10.3 for additional exhaust system and bodywork specifications

4.7.5.13: Engine Changes

4.7.5.13.1: The Team Manager must report all engine changes to the Technical Manager

4.7.5.13.2: If an engine change is made after the qualification session, the car will lose its qualifying position and will be required to start the race at the back of the grid.

4.7.5.14: Other Engine Components

4.7.5.14.1: Alternate engine components considered replacement parts, such as seals, bearings, water pumps, nuts, bolts, studs, washers, and gaskets are permitted. Bushings or offset keys of unrestricted origin may be installed.

4.7.5.14.2: Generator/alternator, crankshaft, and water pump pulleys are unrestricted.

4.7.5.14.3: Engine mountings are unrestricted.

4.7.5.14.3.1: Cars with the engine mounted longitudinal to the chassis may relocate the engine in a longitudinal direction, centered along the longitudinal centerline of the vehicle as defined by the track. A one (1) inch transverse deviation tolerance from the absolute centerline is permitted. Unless otherwise so fitted in

its standard production location or specifically authorized in the vehicle's PRR specifications, said relocation shall align the center of the foremost spark plug hole with the front axle centerline.

4.7.5.14.3.2: Transverse mounted engines may be relocated for axle/CV joint alignment. Alternately, they may be relocated to a longitudinal position if authorized specifically by the PRR.

4.7.5.14.3.3: General Motors, Ford, and Chrysler front mounted V-6 engines may be positioned so that the center of the foremost spark plug hole is no more than 4.5 inches behind the front axle center line (bellhousing and transmission locations are the same as a V-8 motor).

4.7.6: ENGINE, ROTARY

4.7.6.1: Component Modification

4.7.6.1.1: Rotary engines in TRANS-AM may be prepared using Article 4.7.5.1 to Article 4.7.5.4 and Article 4.7.5.10 to Article 4.7.5.14.

4.7.6.1.2: The standard production or specified alternate rotor housings shall be used. No changes in the epitrochoidal curve of the motor are permitted.

4.7.6.1.3: The capacity of the working chamber(s) shall not be changed.

4.7.6.1.4: The eccentric shaft may be replaced with another of the same basic material, but no changes in its eccentricity or bearing journal dimensions are permitted.

4.7.6.1.5: The rotor(s) is/are unrestricted, provided the material and number of lobes remains unchanged.

4.7.7: COOLING SYSTEM

4.7.7.1: Radiator

4.7.7.1.1: Any water radiator is allowed, provided that there are no changes to the exterior bodywork to accommodate its use. It shall not be located in the driver/ passenger compartment. Radiator overflow line(s) shall terminate in a catch tank meeting requirements found in Appendix F.

4.7.7.1.2: Separate expansion or header tank(s) are permitted. Any such tanks shall not be located in the driver/ passenger compartment.

4.7.7.1.3: The heater core and all attendant heater controls, lines, and accessories may be removed in their entirety, but shall not be modified or replaced.

4.7.7.2: Radiator Fan

4.7.7.2.1: The cooling fan(s) may be modified, substituted, or removed.

4.7.7.2.2: Electrically operated cooling fan(s) may be installed, provided it/they serve no other purpose.

4.7.7.3: Radiator Shroud/Ducting

4.7.7.3.1: The original radiator shroud may be altered, removed, or replaced.

4.7.7.3.2: Sealing or shrouding the airflow area between the normal grill opening and the water radiator is permitted.

4.7.7.4: Water Pump

4.7.7.4.1: The water pump(s) may be replaced with any other water pump(s) mechanically driven by the engine.

4.7.7.4.2: Mid-engine vehicles may use an electric water pump.

4.7.7.5: Thermostat

4.7.7.5.1: The thermostat(s) may be modified or replaced with blanking sleeves or restrictors.

4.7.7.6: Oil/Lubricant Coolers

4.7.7.6.1: The use of any engine, transmission, and differential cooler(s) is permitted, provided that it/they are mounted completely within or under the bodywork, but not in the driver/passenger compartment.

4.7.7.6.2: Associated cooler pumps and lines are permitted for the transmission and differential coolers.

4.7.7.6.3: Air may be ducted to said coolers only through normal openings in the bodywork. Air ducts or other openings shall be added to body parts only where specifically authorized by these rules.

4.7.7.6.4: Air may be ducted to the rear brakes and rear mounted coolers from an interior bulkhead behind the driver. Air may also be ducted to these components from free air under the car, provided that such under car ducting does not create "ground effects."

4.7.8: TRANSMISSION/FINAL DRIVE

4.7.8.1: Component Modification

4.7.8.1.1: It is permitted to lighten, balance, or modify in shape, by any mechanical or chemical means, the standard, optional, or alternate components of the transmission and final drive, provided that it is always possible to identify them as such.

4.7.8.2: Transmission

4.7.8.2.1: Automatic transmissions are not permitted unless specifically authorized on a vehicle's PRR line.

4.7.8.2.2: Any readily available manual transmission having no more than five (5) forward speeds (unless otherwise specified in 4.7.14.3 Approved Automobile List), 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 relocation or repositioning of the transmission-to-engine dimensional relationship shall be specifically authorized by the PRR. Sequential shifting transmissions are permitted with a 75 lb. weight penalty. Air, hydraulic or electric actuation of the gearshift mechanism is not allowed.

A functional reverse is defined as "operable by the driver from his 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.

4.7.8.2.3: Front engine/transmission vehicles shall locate the front mounting surface of the transmission within sixteen (16) inches of the back of the engine block.

Any shift linkage may be used.

4.7.8.2.4: The linkage between the clutch pedal and the clutch housing/clutch actuating mechanism is unrestricted. A mechanical linkage may be replaced with a hydraulic system.

4.7.8.2.5: Transmission mountings are unrestricted.

4.7.8.3: Final Drive

4.7.8.3.1: *Any axle tube and final drive gear ratio may be used. 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.*

4.7.8.3.2: Heavy duty propeller shaft(s) and/or drive shaft(s) may be used. A minimum of two (2) steel 360 degree "loops" shall be installed of sufficient strength to prevent the driveshaft(s) from contacting the ground in the event of shaft and/or U-joint failure. Said loops shall be located within twelve (12) inches of the front of the shaft, and as close as practical to the rear universal joint.

4.7.9: SUSPENSION

4.7.9.1: Ride Height

4.7.9.1.1: No part of the car to the rear of the front tire opening, including the exhaust, may touch the ground when two (2) tires on the same side of the vehicle are deflated.

4.7.9.2: Suspension Components

4.7.9.2.1: Suspension components may be reinforced, modified, or replaced with units of alternate design, and their mounting points may be relocated. The addition or substitution of anti roll bars, camber compensating devices, and/or suspension stabilizers is permitted. If these devices or any other suspension components extend into the driver/passenger compartment, they shall be completely sealed off from said compartment by metal panels.

4.7.9.2.2: Hubs, bearings, spindles, axles, U-joints, CV joints, bushings, ball joints, and rod ends may be freely modified or substituted.

4.7.9.2.3: The wheelbase of the automobile shall not be changed or relocated in the fore/aft direction. A tolerance of +/- 2.00 inches from published specification shall be permitted unless otherwise noted in the PRR. Alternately, any purpose built tube frame car can be built to a 102 inch wheelbase to enable eligibility in both Trans-Am and GT-1 events.

4.7.9.3: Springs/Shock Absorbers

4.7.9.3.1: Suspension springs may be replaced with others of unrestricted origin and type.

4.7.9.3.2: Shock absorbers are unrestricted, except that the number of shock absorbers fitted shall not be changed from that of the standard production automobile.

4.7.9.3.3: Shock absorber mountings are unrestricted.

4.7.9.4: Suspension Control

4.7.9.4.1: The manufacturer's basic system of front suspension shall be retained, i.e., independent. Strut type front suspension may be replaced with a double A-arm type suspension.

4.7.9.4.2: The manufacturer's basic system of rear suspension may be retained, i.e., independent, live axle, etc.. All forms of independent rear suspension may be replaced with a closed tube beam, live axle suspension. Cars originally equipped with live axle rear suspension shall not replace said suspension with any type of independent suspension.

4.7.9.4.3: Automobiles originally manufactured as FWD vehicles may convert to RWD, but shall only use a closed tube beam, live axle rear suspension.

4.7.9.5: Steering

4.7.9.5.1: The front wheels only shall be steered by the driver.

4.7.9.5.2: The type of steering is unrestricted, provided that a collapsible type of steering column is used.

4.7.10: BRAKES

4.7.10.1: Brake Components

4.7.10.1.1: The use of any dual master cylinder and/or pressure equalizing device is permitted. All cars shall be equipped with a dual braking system operated by a single control. In the case of leakage or failure to any point in the system, effective braking power shall be maintained to at least two (2) wheels.

4.7.10.1.2: Servo assist braking systems are unrestricted.

4.7.10.1.3: Backing plates or shields may be removed. Brake air ducts may be fitted, provided they extend only in a forward direction, and that no changes are made in the bodywork for their installation.

4.7.10.1.4: Parking brakes may be removed.

4.7.10.1.5: The brake lines shall be steel tubing, metal braided hose, or flexible brake hose. Lines may be relocated and given additional protection.

4.7.10.1.6: Brake discs, calipers, and/or drums are unrestricted, provided that the discs or drums are mounted in the same location (e.g., outboard vs. in-board) as the standard production automobile.

4.7.10.1.7: Water spray brake cooling systems are permitted. No water cooled calipers are permitted.

4.7.10.1.8: Carbon brake rotors are prohibited.

4.7.11: WHEELS

4.7.11.1: Wheels

4.7.11.1.1: Wheels shall be made of steel, aluminum, magnesium, or a combination thereof. Multi-piece wheels shall utilize mechanical fasteners (bolts, rivets, etc.) for assembly.

4.7.11.1.2: Wheels may be thirteen (13), fourteen (14), fifteen (15), or sixteen (16) inches in diameter, but all four (4) wheels shall be of the same diameter.

4.7.11.1.3: Wheels shall have a maximum width of twelve (12) inches in the front and (13) inches in the rear.

4.7.12: BODY/STRUCTURE

4.7.12.1: The intent of these bodywork/configuration rules is to maintain the recognizable external features of the standard production automobile while providing for necessary safety and performance modifications.

4.7.12.1.1: Lightening of the bodywork is permitted, but the exterior shape of the body shall not be changed except where specifically authorized herein.

4.7.12.1.2: The method of bodywork attachment is unrestricted. 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.

4.7.12.1.3: Maximum overall car width shall not exceed 80.65 inches. Existing cars built to 84.75 inches with a log book history of running in that configuration may continue to do so

4.7.12.1.4: Trans-Am approved bodywork and wheelbase specifications are allowed unless otherwise specifically prohibited by these rules. Trans Am bodywork shall be in a configuration that is approved for past or present Trans Am competition. If bodywork panels do not have the official Trans-Am bodywork approved decal, the competitor is allowed to present a receipt of purchase or it's agent for verification.

4.7.12.1.5: As of 1/1/2002, all newly classified convertible models will be required to compete with a windshield and hardtop. Convertible models classified before 1/1/2002 will be allowed to compete without a windshield and/or top, regardless of log book issue date, unless specified differently on the vehicle specification line.

4.7.12.1.6: Two (2) hood louvers are allowed, they must be located on the hood/front fender between the radiator and the rearward edge of the hood, max. size of 20" x 10" with a minimum of five (5) slots.

4.7.12.2: Any bodywork components may be fabricated of alternate material(s), provided that their shape remains as specified herein, unless specifically prohibited elsewhere in these rules.

4.7.12.3: Fenders may be flared for tire clearance, provided that their shape and opening contour in horizontal projection is similar to the original opening.

4.7.12.3.1: Modified wheel opening(s) shall not confuse the identity of the car. The fender flares shall completely cover the highest point of the tires, and may extend into the doors and bumpers.

4.7.12.3.2: Rear fenders may have holes or slots to accommodate exhaust outlets. These holes or slots shall be below a line seven (7)

inches above the bottom of the rocker panel, and shall be no wider than seven (7) inches.

4.7.12.3.3: The inner fender panels separating the wheel wells from the engine compartment may be altered, replaced, or removed, provided that there are panels which provide total separation between the wheel wells and the driver/passenger compartment.

4.7.12.4: The hood and deck lid/trunk hinges and latches may be removed. The hood and deck lid/trunk may be "molded in" with other bodywork components to create "one-piece" front and rear ends. Misalignments or modifications to create ventilation openings where none previously existed are prohibited.

The hood may be modified for clearance of an airbox, provided that such alteration does not confuse the identity of the car.

4.7.12.5: Bumpers that are not an integral part of the bodywork may be removed, providing that all projecting hardware is also removed. Alternately, they may be replaced with replicas of alternate material(s). In those cases where bumpers are an integral part of the bodywork, they may be replaced with replicas of alternate material(s). Bumper bracket holes in the bodywork may be covered, provided such covering serves no other purpose.

4.7.12.6: The standard grille(s) or approved facsimile(s) shall be retained, except where covered by the front spoiler or intermediate spoiler mounting device.

4.7.12.7: The original angle of the windshield shall be maintained unless alternate components and/or specifications are specifically authorized in the PRR.

4.7.12.8: Either polycarbonate or standard safety glass windshields may be used.

4.7.12.8.1: Polycarbonate windshields must be of 3/16" (0.1875") minimum thickness. Polycarbonate windshields must be identical in size and curvature to the original glass component. Polycarbonate 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 eight (8) inches minimum.

4.7.12.8.2: Standard safety glass windshields must be mounted in the stock location and at the stock angle. In addition to any other method of retention, safety glass windshields must be secured with Safety Clips:

3 Safety 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 Safety 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.

4.7.12.9: The rear quarter (side) and rear windows may be made of clear, transparent, and uncolored polycarbonate material having a minimum thickness of 3mm.

4.7.12.9.1: 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. Warm air may be exhausted through an opening identical in size and location to a standard US license plate (maximum of 6 inches high, 12 inches wide).

4.7.12.9.2: *Rain side windows may be installed only in conjunction with rain tires, but may remain on the car through the completion of the session or race, even if the rain tires are removed. Rain side windows must be constructed using clear polycarbonate with a minimum thickness of 0.125 inch. Rain side windows may extend from the forward most point of the side window opening to a point no less than twenty inches (20") forward of the "B" pillar. Rain side windows must remain flat except for the addition of a maximum 0.250 inch Gurney lip along the reward edge of the window.*

4.7.12.10: Doors

4.7.12.10.1: Driver and passenger door window glass or plastic shall be removed. Inside door handles, door panels, window cranks and mechanisms, and other interior trim pieces may be removed.

4.7.12.10.2: The doors shall be pinned or otherwise positively fastened to prevent their opening in the event of an accident. Standard door hinges and latches may be removed, but the doors shall remain capable of being opened or removed, unless the doors are integral to the remainder of the bodywork.

4.7.12.10.3: Doors may contain holes or slots to accommodate exhaust outlets. Any such openings in the door(s) shall be below a line ten (10) inches above the bottom of the rocker, and no wider than seven (7) inches. A maximum of two (2) such exhaust openings are permitted on the door.

4.7.12.11: Spoilers/Wings

4.7.12.11.1: A front spoiler may be fitted. It shall not protrude beyond the overall outline of the car as viewed from above except for a front splitter that may extend up to two (2.0) inches. The additional splitter is allowed only on air dams not already incorporating a splitter that extends forward of the factory bumper. 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. 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 engine harmonic balancer. Undertray may not be stepped or curved. Undertray may be angled in side view to produce a maximum height at the trailing edge of 3.25 inches above the ground.

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. Joint separations need not be shown. The spoiler "pan" area forward of the leading edge of the front wheel openings shall be flat and follow, but not exceed, the line of the front fender/spoiler bottom. No components may protrude or extend below this plane.

4.7.12.11.2: SCCA Pro Racing specified rear wing or a flat plane rear spoiler may be used. If a rear wing is used, it shall comply with the following:

4.7.12.11.2.1: Rear Wing

4.7.12.11.2.1.1: The only approved rear wing for all cars is one (1) unmodified single element Liebeck Airfoil #1LD104E scaled to a cord length of 10.75 inches.

4.7.12.11.2.1.2: A maximum 0.50 inch Gurney tab is allowed at the trailing edge of the wing element. The tab must be mounted 90 degrees to the upper wing surface. No air may pass between the tab and the wing.

4.7.12.11.2.1.3: The wing end plates must fit within a rectangle measuring 11.00 inches long by 4.00 inches tall. No portion of the wing element or tab may extend beyond the perimeter of the endplate. 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.

4.7.12.11.2.1.4: The maximum width of the entire wing assembly (wing element, endplates, Gurney tab, and mounting hardware) is 72.00 inches.

4.7.12.11.2.2: Rear Wing Mounting:

4.7.12.11.2.2.1: The entire wing assembly must be mounted below the peak of the roof (measured at the highest point of the roof). Trailing edge of wing assembly must be located within an area defined by a point; 6" forward of rearmost bodywork

and the rearmost bodywork (measured at vehicle centerline). Two wing mounting posts must be used, with each one located between 16"-20" inboard from end of wing. The exposed portions of the wing posts shall not exceed 85 square inches each. Curved mounting brackets will be measured as if they're in a flat plane as viewed from the side. Mounting brackets are to be included in the measurement.

4.7.12.11.2.2.2: Maximum rear wing angle from horizontal is 30-degrees.

4.7.12.11.2.3: Rear Wing Height and Set-Back:

4.7.12.11.2.3.1: For race cars with approved bodywork from Authorized Body Manufacturers, the rear wing will be located as follows:

Rear Wing Location

Vehicle	Max. Height (in)	Max. Setback (in)
Chevrolet Camaro (1999-2002)	0.00	0.00
Chevrolet Corvette (1999-2000)	0.00	0.00
Chevrolet Corvette (2001-2009)	+1.00	+1.00
Dodge Viper (2001-2002)	0.00	0.00
Ford Mustang (2001+)	0.00	0.00

Mustangs with the 2003 Trans-Am Series approved nose panel are allowed to run the approved hood louvers, a maximum Gurney flap dimension of 0.750 in, and Rear Wing Location as listed below.

Ford Mustang (2003 TA)	0.00	+2.00
Jaguar (2000-2003)	0.00	0.00
Oldsmobile Aurora (2000)	0.00	0.00
Panoz Esperante (2001-2002)	0.00	0.00
Pontiac Grand Prix (2000-2002)	0.00	0.00
Qvale Mangusta (2000-2002)	0.00	0.00

Max. Height indicates the maximum height that the Rear Wing can be mounted above the roof. Max. Setback indicates the maximum distance that the wing can be mounted behind the rear bumper.

Authorized Body Manufacturers

Years	Model	Manufacturer
1999+	Camaro	Derhaag, KFC, Victoria Motor Sports
1999+	Corvette	ACP
1999+	Pontiac Grand Prix	Five Star / Leighton's Garage
2000	Qvale Mangusta	Huffaker / Qvale
2000+	Jaguar XKR	Rocketsports
2001+	Corvette (C5)	Derhaag Motorsports
2005+	Corvette (C6 Conv.)	Derhaag Motorsports
2001+	Panoz Esperante	Elan Motorsports
2001	Dodge Viper	Motor City True Performance
2001+	Ford Mustang	ACS Express Racing

4.7.12.11.2.3.2: For all other race cars in the Approved Automo-

bile List (Article 4.7.14.3) the entire rear wing must be mounted equal to or below the peak of the roof (measured at the highest point of the roof). The trailing edge of the wing assembly must be located within an area defined by a point 6 inches forward of the rearmost bodywork and the rearmost bodywork (measured at the vehicle centerline.

If a flat plane rear spoiler is used, it shall be contiguous with the rear bodywork rearward of the rear window, and shall comply with the following:

4.7.12.11.2.4: Rear Spoiler Height: No higher than eight (8) 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 (rearview), 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 rear face of the bodywork, the measurement shall be made ignoring any slight amount of mounting flange exposed due to the curvature of the rear bodywork at the point of attachment.

4.7.12.11.2.5: Rear Spoiler Width and Overhang: No wider than the body, excluding fender flares, from the forward most point of the spoiler (or mounting flanges) rearward. It 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).

4.7.12.11.2.6: Rear Spoiler Mounting: Spoilers shall be strong enough to be self supporting, and shall be mounted directly to the rear hatch, deck, or trunk lid. 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. No other forward facing sheet metal supports are permitted. Supplemental bracing may be added in the form of two (2) rods (maximum diameter one-quarter inch), mounted at least ten (10) inches inboard from the ends of the spoiler. Small rear supports may be added.

4.7.12.11.2.7: Rear Spoiler Configuration: the spoiler shall be a single plane spoiler (a straight line in any vertical cross-section), uniform in height from the rear bodywork. There shall be no gaps or openings below the spoiler for its entire width. 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 lips, wickerbills, or other forward facing lips or aerodynamic devices is prohibited.

NOTE: O.E.M. rear spoilers are not permitted unless specifically listed on the vehicle's specification form.

4.7.12.11.3: No rear diffusers, tunnels, or strakes are allowed.

4.7.12.12: Lights:

4.7.12.12.1: Glass/plastic headlights, front parking and signal lights, lenses, and bulbs shall be removed. Other front lighting parts and ancillaries may be removed. Headlight, front parking and signal light, and similar standard openings in the front of the car may be used for ducting air to the engine, front brakes, and/ or coolers. Such ducting may pass through interior panels for these purposes.

4.7.12.12.2: The cross sectional area of a single duct shall not exceed the cross sectional area for the original (single) headlight lens.

4.7.12.12.3: It is not permitted to relocate the standard openings for headlights, parking lights, signal lights, etc.. The headlight openings shall be covered with a wire screen or a panel of an alternate material, provided that such covering does not confuse the identity of the car.

4.7.12.12.4: The side marker light assemblies shall be removed, and

the resultant openings shall be completely closed.

4.7.12.13: The windshield wiper system is unrestricted.

4.7.12.14: Floors

4.7.12.14.1: Driver/Passenger Compartment: The floor of the driver/passenger compartment shall maintain the basic shape and position of the original floor, i.e., flat and horizontal, relative to the car and rocker panels. It may not be curved, angled, recessed, or channeled other than as specifically authorized by these rules, and shall be made of steel and/ or aluminum only.

4.7.12.14.1.1: On the passenger side of the driver/passenger compartment (only), the floor may be raised up to ten (10) inches, or a secondary floor installed at that level, to accommodate the installation of the exhaust system and mufflers. Such raising of the floor shall serve no other purpose.

4.7.12.14.1.2: The driver/passenger compartment floor shall cover the area from the forward firewall the full width between the rocker panels, and shall extend no further aft than the forward most point of the rear wheel openings. The floor panels between the rocker panels and the outboard frame rails may be cut out or removed.

4.7.12.14.2: For front engine cars – floor panels between the engine bay firewall and the forward most point of the front wheel openings are prohibited. For mid or rear engine cars – floor panels between the engine bay firewall and the rearward most point of the rear wheel opening are prohibited.

4.7.12.14.3: The fuel cell bottom and/or floor behind the rear wheel opening shall be flat, angled upwards, and shall follow, but not exceed, the line of the rear fender bottom.

4.7.13: DRIVER/PASSENGER COMPARTMENT

4.7.13.1: A drivers seat must be installed per Appendix K. Seats 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).

4.7.13.2: Steering Wheel

4.7.13.2.1: Any steering wheel and wheel quick release mechanism may be used.

4.7.13.3: Gauges/Accessories/Driver Convenience

4.7.13.3.1: The replacement, addition, or removal of accessories (gauges, switches, indicators, etc.) is permitted. Such installations and/or modifications shall have no influence on the mechanical performance of the car. Similarly, they shall not include the substitution or replacement of any element of the bodywork or chassis except where specifically authorized by these rules.

4.7.13.3.2: Fresh-air ducts to the driver may be added to the A-pillar area. They shall be distinctly separate parts from the bodywork. Roof louvers (vents) are allowed for the express purpose of venting the driver's compartment. A maximum of 24 square inches of open area and a maximum number of twelve openings are allowed. Each opening shall be no larger than 4" x 1/2".

4.7.13.3.3: Mirrors providing adequate visibility to the rear of both sides of the car are required. Stock mirrors or mirror housings may be run at the option of the competitor.

4.7.13.4: Interior Modifications - Firewall/Bulkheads

4.7.13.4.1: Modifications may be made to the driver/passenger compartment for the convenience of the driver and to permit the installation of required safety equipment. Such modifications shall have no influence on the mechanical performance of the car. Similarly, they shall not include the substitution or replacement of any element of the bodywork or chassis except where specifically authorized by these rules.

4.7.13.4.2: Floor mats, upholstery, and all interior trim shall be

removed.

4.7.13.4.3: There shall be a firewall between the driver/passenger compartment and the engine compartment/ bay. It shall be made of steel and/or aluminum and shall be transversely positioned in the approximate location of the original.

4.7.13.4.3.1: It shall extend, at minimum, from the left outboard frame rail to the right outboard frame rail, and at maximum from the left outer door skin to the right outer door skin.

4.7.13.4.3.2: It shall be designed, in conjunction with the floor and driver/passenger compartment interior panels and bulkheads, to prevent the passage of and isolate the driver from flame, fluids, and debris.

4.7.13.4.4: There shall be a steel and/or aluminum bulkhead completely separating the driver/passenger compartment from the compartment containing the fuel cell.

4.7.13.4.4.1: The forward most element of this separation shall consist of a vertical transverse bulkhead behind the driver, extending the full width of the compartment from the floor to the top of the door.

4.7.13.4.4.2: Behind this rear bulkhead there shall be a steel and/or aluminum horizontal bulkhead the full width of the interior of the car or between the inner fenders extending from the vertical bulkhead to the rear of the fuel cell.

4.7.13.4.4.3: These two bulkheads shall, together, completely cover and isolate the rear suspension, coolers, ducting, etc. so that none of these items are visible when viewed from above. The fuel cell shall also be covered and isolated unless the car is equipped with the optional bulkhead listed in Article 4.7.13.4.5. Oil tank tops must be visible.

4.7.13.4.4.4: All fuel filler, overflow, vent, discriminator, or return lines or components that extend beyond the limits of the vertical or horizontal bulkheads into the driver/ passenger compartment shall be metal, metal braided line, or independently shielded with an additional steel and/or aluminum bulkhead.

4.7.13.4.5: 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.

4.7.14: TRANS-AM CLASS APPROVED AUTOMOBILES

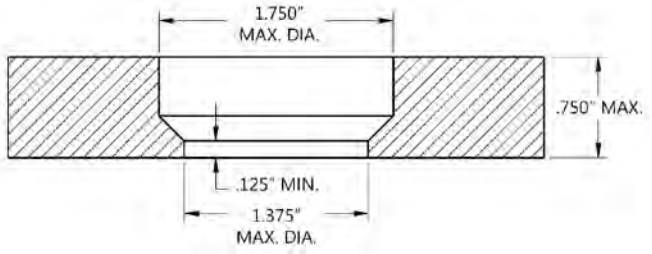
4.7.14.1: Carburetors/Fuel Injection

4.7.14.1.1: Any modular 4bl carburetor may be used with a maximum of a one and eleven-sixteenths (1-11/16) inch throttle bore, unless alternate carburetion and/or dimensions are specified in the PRR.

4.7.14.1.2: Unless otherwise specified or permitted by the PRR, fuel injection is prohibited on TRANS-AM automobiles as of January 1, 1994.

4.7.14.1.3: Pushrod V-6 engines may run a single Holley Model 4500 carburetor, but the minimum weight shall be increased to that of the same displacement fuel injected car.

4.7.14.1.4: V-8 engine cars with engine displacements of greater than 366 cubic inches (6.0 liters) shall use a one and three-eighths (1-3/8) inch throttle bore restrictor plate, mounted beneath the carburetor, as specified in the diagram.



Required Restrictor Plate for GT Engines over 6.0 Liters (366CID). Throttle Restrictor Plate Material: Aluminum, Thickness 0.75" Maximum. 1.375" Restrictor – Hole must be maintained for a depth of 0.125" Min. Relief angles to clear Butterflies, Unrestricted.

4.7.14.1.5: Refer to Article 4.7.5.2 and Article 4.7.5.3 for additional induction system specifications.

4.7.14.2: Weight

4.7.14.2.1: The weight chart is applicable to all cars unless alternate weight(s) is/are specified in the PRR.

Engine	Displacement	Weight
	Cubic Inches (Liters)	Pounds
V6	Up to 275 (4.5)	2430
V8	Up to 311 (5.1)	2680
V8	312 (5.1) to 335 (5.5)	2730
V8	336 (5.5) to 366 (6.0)	2780
V8	Over 366 (6.0) *	3180

4.7.14.2.2: All cars using a production based manual transmission with syncros and having no more than four (4) forward speeds and a working reverse speed may reduce the listed weight by fifty (50) pounds.

Note: A production based manual transmission is defined as a unit that retains original type gears (i.e., no straight cut, dog ring type gears). It shall be located in the same basic position as used in the production automobile, retaining the standard bellhousing dimensions, and may use any shift linkage.

4.7.14.2.3: All cars competing on ten (10) inch wide rims may reduce the listed weight by fifty (50) pounds.

4.7.14.3: Approved Automobile List

Make / Model	Wheelbase (in)
American Motors Corporation	
Concord	108.0
Javelin	109.0
Spirit	96.0
Chrysler Corporation: Chrysler	
Laser X/T	97.0
Chrysler Corporation: Dodge	
Daytona	97.0
Avenger	106.0
Viper GTS	96.2

Make / Model	Wheelbase (in)
Note: Viper shall use a class legal Dodge engine.	
Viper Competition Coupe	98.8
8.3 L sealed engine (4.03" x 3.96"), Comp. Ratio 9.6:1, Trans Ratios: 2.66, 1.78, 1.30, 1.00, 0.74, 0.50, Track (F/R): 62.8" / 63.3", Wheels (F/R): 18x11, 18x13, Tire Size (F/R) 305/30 / 335/30, Weight: 3175 lbs. Cars must remain in the original configuration, factory optional equipment is not allowed. May use fuel meeting the requirements for IT cars per the GCR.	
Ford Motor Company: Ford	
Falcon	105.0
Fusion (bodywork)	106.0
Mustang (1965-68)	108.6
Mustang (1969-70)	108.0
Mustang (1979-93)	100.5
Mustang (1994-98)	100.5
Mustang (1999-04)	100.5
Mustang (bodywork) (05+)	106.0/110.0
Roof height 46.5" min. (measured from the ground). Air may be ducted to the carburetor airbox through an opening in the back of the hood, rectangular in shape, maximum width of 20", maximum length 3.5". Opening may extend 1" into the windshield.	
Probe V6 or V8	99.0
Thunderbird (1983-89)	104.0
Thunderbird (1990-)	105.0
Taurus (2 door) (98-)	110.0
Ford Motor Company: Lincoln / Mercury	
Capri (1979-86)	100.5
General Motors Corporation: Buick	
Regal	108.1
Somerset	108.1
General Motors Corporation: Chevrolet	
Beretta	103.4
Only a beam-type, live rear axle suspension is permitted.	
Camaro (1970-81)*	108.0
Camaro (1982-92) V6 or V8*	101.0
Camaro (1993-) V6 or V8*	102.0
Corvette (1963-67)*	98.0
Corvette (1968-77)*	98.0
Corvette (1978-82)*	98.0
Corvette (1984-96) V6 or V8*	96.2
Corvette (1997) V8	104.5
* Alternate transmission: THM350 based or THM400 based 3 speed.	
Corvette C6 (bodywork only) (2005-)	102.0

Make / Model	Wheelbase (in)
The front undertray, rear fascia and diffuser included in the ACP kit must be replaced with bodywork compliant with the GT1 rules.	
Lumina (1990-)	106.0
Monte Carlo (1995-00)	103.0/106.0
Monte Carlo (2001-02)	103.0/110.0
Monza	97.0
Air may be ducted to the carburetor airbox through an opening in the back of the hood, rectangular in shape, maximum width of 20", maximum length 3.5". Opening may extend 1" into the windshield. LS1 V8 engine allowed with stock plastic intake manifold @ 2680 lbs.	
General Motors Corporation: Oldsmobile	
Cutlass Ciera (1987-)	105.0
Cutlass (1988-)	104.0
Toronado (1987-)	105.0
Aurora (2 dr)	106.0
Air may be ducted to the carburetor airbox through an opening in the back of the hood, rectangular in shape, maximum width of 20", maximum length 3.5". Opening may extend 1" into the windshield.	
General Motors Corporation: Pontiac	
Fiero	94.0
3300 cc (4cyl), multi-carb and fuel injected weight: 1830 lbs.	
3100cc (GM V6), multi-carb and fuel injected weight: 1830 lbs.	
4500cc Chevrolet 90 deg V6 weight: 2430 lbs.	
V6 engine may be reposition longitudinally in the engine bay along vehicle centerline. GM V6 bow tie block #10051141 may be used. Mid engine configuration may place fuel cell wtihin the protected area of the driver/passenger compartment provided that it meets all constraints of Appendix I.	
Transverse V6 may deduct 50 lbs.	
Firebird / Trans-Am (1969)*	108.0
Firebird / Trans-Am (1970-81)*	108.0
Firebird / Trans-Am (1982-92)*	108.0
Firebird / Trans-Am (1993-)*	102.0
Grand Prix	106.0
GTO	102.0/110.0
* Alternate transmissions: THM350 based or THM400 based 3 speed.	
Air may be ducted to the carburetor airbox through an opening in the back of the hood, rectangular in shape, maximum width of 20", maximum length 3.5". Opening may extend 1" into the windshield.	
LS1 V8 engine allowed with stock plastic intake manifold @ 2680 lbs.	
Jaguar	
XK8 / XKR	100.5
Shall use a class legal Ford engine.	

Make / Model	Wheelbase (in)
Mazda	
RX-7	95.2/95.7
12A engine, multi-carb or fuel inj. weight: 1780 lbs.	
13B engine, multi-carb or fuel inj. weight: 1770 lbs.	
20B engine, multi-carb or fuel inj. weight: 1870 lbs.	
Transmission, 6 speed allowed.	
Gasoline, 110 octane or lower may be pre-mixed with oil.	
RX-8	102
12A engine, multi-carb or fuel inj. weight: 1780 lbs.	
13B engine, multi-carb or fuel inj. weight: 1770 lbs.	
20B engine, multi-carb or fuel inj. weight: 1870 lbs.	
Transmission, 6 speed allowed.	
Gasoline, 110 octane or lower may be pre-mixed with oil.	
Nissan	
300ZX/Z31	101.2
3000cc V6 engine, multi-carb weight: 1880 lbs	
300ZX/Z32 (1990-)	101.2
VG30D V6 engine, (3) 48mm IDF with 40mm venturis weight: 1930 lbs. Permitted alternate hood: P/N 99996-Z32HP.	
Porsche	
911	89.4
3800cc 6, multi-carb or fuel injection weight, twin-plug head, dual ignition distributor weight = 1880 lbs. Factory spoiler P/N 930-512-023-00 & 930-512-021-00 (or kit# 930-512-901-01). Entire assembly only (with rubber lip). No alternate materials, no reproductions.	
911 Cup 3.8 RSR	
with the following additional specifications: Wheels: (F) 18 x 12, (R) 18 x 13, Allow FIA GT-2 front bumper cover, Allow FIA GT-2 "banana" rear spoiler, Transmission: 6 speed, Type G50/30, Weight: 2310 lbs (w / driver). Original, factory-installed Matter roll cage structures permitted..	
Boxster	89.4
alternate engine: 3.8 liter air-cooled, multi-carb or fuel injection, twin-plug head, dual ignition distributor. weight =1880lbs. Shall have windshield and hardtop installed by 1/1/2003.	
GT3 R/RS (00-02)	
3600cc, Wheels: (F) 18 x 10", (R) 18 x 11", Allow FIA GT-2 front bumper cover, Allow FIA GT-2 "banana" rear spoiler, Transmission: 6 speed Type G50/30, Original, factory-installed Matter roll cage structures permitted, weight 2425lbs.	
Panoz	
Esperante	106.0
Shall use a class legal Ford engine.	
Qvale	

Make / Model	Wheelbase (in)
Mangusta	104.0
Shall use a class legal Ford engine	
Shelby	
Cobra	90.0

ARTICLE 4.8: TRANS-AM 2. CLASS (GT-2 BASED)

4.8.1: CLASSIFICATION

Trans-Am 2. This class will consist of all cars that meet the SCCA Club Racing GT-2 rules as defined the current General Competition Rules.

4.8.1.1: This class will consist of all cars that meet the SCCA Club Racing GT-2 rules as defined in the current General Competition Rules.

4.8.1.2: All cars competing in the Trans-Am 2 category must meet the following SCCA Pro Racing requirements.

4.8.2: TIRES

4.8.2.1: Trans-Am 2 (GT2 based) cars will compete on Goodyear tires having the 430 compound. This applies to all official practice, qualifying and race sessions.

ARTICLE 4.9: TRANS-AM 2 CLASS (GTA BASED)

4.9.1: CLASSIFICATION

4.9.1.1: This class will consist of all cars meeting the prescribed Trans-Am Series rules for GTA.

4.9.2: COST CONTROL

4.9.2.1: The following items have cost caps. Teams must submit a "COST CONTROL INSPECTION" form prior to the team's first race of the season (form available from the Trans-Am Technical Manager). Information the team must provide will include the Make; Model; Part #; Supplier contact information; and the commercially available cost.

4.9.2.2: Maximum Cost

Shock Absorbers	$600 each
Brake Calipers	$500 each
Brake Rotors	$200 each
Brake Pads	$200 per axle
Wheels	$500 each

4.9.2.3: 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.

4.9.3: CHASSIS

4.9.3.1: Any commercially available, mild steel stock car chassis with a minimum wheelbase of 102" and a maximum wheelbase of 108" may be used. Howe Camaro Cup and converted ASA chassis are encouraged.

4.9.3.2: Chrome alloy chassis are not allowed.

4.9.3.3: There are two basic styles of chassis used in TA-2/GTA - the "narrow track" chassis and the "wide track" chassis as defined by track width:

4.9.3.3.1: A "Narrow Track" chassis is defined as having a track no greater than 62.0 inches.

4.9.3.3.2: A "Wide Track" chassis is defined as having a track no greater than 65.0 inches.

4.9.3.3.3: All 2010+ Camaro, Mustang, and Challenger bodied cars are defined as "Wide Track".

4.9.3.3.4: The base minimum weight for a car based on a narrow track chassis is 2830 pounds.

4.9.3.3.5: The base minimum weight for a car based on a wide track chassis is 2930 pounds.

4.9.3.3.6: The maximum overall width is 75.0 inches for a narrow track car.

4.9.3.3.7: The maximum overall width is 80.0 inches for a wide track car.

4.9.3.4: The minimum ground clearance for the front air dam or splitter is 2.5 inches.

4.9.3.5: The minimum ground clearance for any part of the chassis or bodywork rearward of the front tires is 3.5 inches.

4.9.3.6: The minimum overall body height of any chassis (measured 10 inches behind the top of the windshield) is 46.5 inches.

4.9.3.7: The maximum rear weight bias is 52% (including driver but no fuel-at the conclusion of all practice, qualifying, or race sessions).

4.9.3.8: Ballast must be 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.

4.9.3.9: No titanium components are allowed.

4.9.3.10: No carbon fiber components are allowed, except for the driver seat.

4.9.4: BODY

4.9.4.1: New generation 2010+ Camaro, Mustang, Challenger (C-M-C) bodied cars bodies are encouraged and are given a 50 pound weight reduction. Body manufacturers must be approved by the Trans-Am Technical Manager at least two weeks prior to the first event where they are to be used. All other cars in the class must use 1997, through current yea,r commercially available stock car bodywork. The following make/model/year bodies are allowed:

1. Cadillac CTS
2. Chevrolet Impala
3. Chevrolet Malibu
4. Chevrolet Monte Carlo
5. Dodge Charger
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

4.9.4.2: 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.

4.9.4.3: Absolutely no additional holes, vents, modifications, etc., will be permitted on the body panels except as provided herein.

4.9.4.4: The bottom of the car must not be "belly-panned" or flush paneled. Panning may not extend rearward of the trailing edge of the radiator. 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, no fixed or moveable air-directing

devices are permitted underneath or inside the car.

4.9.4.5: 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.

4.9.4.6: 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. Cars using Late Model hoods may install the Five Star hood hold down (part #570-3700 or part #660-3700) to stabilize the front edge of the hood.

4.9.4.7: 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.

4.9.4.8: The single-plane rear blade spoiler 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 viewed 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.

4.9.4.9: All C-M-C bodied cars must utilize the Howe dual element rear wing and end plates (part #AS105552). The maximum height of the wing can be no greater than the highest point on the roof of the car and may not extend behind the rear bumper and/or bodywork measured at the centerline of the body. Howe wing mounting brackets/hardware can be modified or replaced to achieve the proper wing location.

4.9.4.10: For 2010+ C-M-C bodies ONLY: Cars using these bodies may utilize a front splitter similar to the Howe part # B917. The front splitter may not extend more than 6 3/4" beyond the forward-most vertical portion of the front bumper.

4.9.4.11: 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 bolts and/or rivets to prevent the windshield from popping out under internal pressure such as a spin.

4.9.4.12: 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 bolts and/or rivets 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.

4.9.4.13: 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.

4.9.4.14: Cockpit floors must be complete with no tunnels and/or air ducts allowed. No streamlining will be allowed, such as windshields, underpans, radiator grills or headlights. Taping of hood and/or body seams is not allowed.

4.9.4.15: 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.

4.9.4.16: Late model bodies may use "vent windows" to stabilize the A-post at high speeds. The maximum dimension along the top of the door will be nine (9) inches, and the trailing edge must be ninety degrees from the top of the door to the A-post. No vent windows may be added to the existing panels of the flange-fit bodies.

4.9.4.17: *Mirrors of sufficient size/area must be mounted on both sides of the race car and allow the driver to clearly see cars to their left and right.*

4.9.5: SUSPENSION AND SHOCK ABSORBERS

4.9.5.1: Springs are unrestricted.

4.9.5.2: The steering wheel must be mechanically coupled to the front wheels and activate only those wheels (no "steer by wire" or "four-wheel steering"). Power assist is allowed and may be driven off the differential.

4.9.5.3: Front lower control arms must be made of steel. Upper control arms, strut arms and upper pivot shafts may be aluminum.

4.9.5.4: Front spindles/uprights must be steel, designed for racing applications, and be commercially available to all competitors. No one-off, "center cooled" or Riley style spindles/uprights/hubs are permitted. Zero-scrub geometry is not permitted.

4.9.5.5: Independent front suspension with articulated upper and lower control arms is mandatory.

4.9.5.6: Major steering components including steering arms, tie rods, idlers, etc., must be fabricated from approved ferrous or non-ferrous alloys. All heim joints must be of aircraft quality.

4.9.5.7: Sway (anti-roll) bars must be made of steel. Sway bar arms must be made of steel or aluminum. Heim joints are allowed to be attached to the lower control arm(s) and/or rear end. Driver adjustable sway bars are not allowed.

4.9.5.8: The longitudinal linking system for the rear of the chassis may not exceed four locations and may not include a "torque tube" of any design. Spring-loaded and/or cushioned (torque absorbing) links are permitted.

4.9.5.9: Either a panhard bar or Watts link may be used to locate the rear axle laterally.

4.9.5.10: Independent rear suspensions are not allowed.

4.9.5.11: Any shock absorber may be used, but driver adjustable shock absorbers are not allowed.

4.9.6: REAR END

4.9.6.1: Cars that utilized a Ford 9" prior to 12/15/2010 may continue to use that rear end. All other cars must run a quick change unit. No "rear drive" or modified driven quick change rear ends are allowed.

4.9.6.2: All axle tubes must be made of steel.

4.9.6.3: The maximum rear camber per wheel is +/- 2.0 degrees.

4.9.7: TRANSMISSION AND DRIVESHAFT

4.9.7.1: Transmissions must be of readily available stockcar-style technology with four forward gears and an operating, driver-engageable reverse gear. All forward gears must be at least 1.00 inches thick. No five-speed, semi-automatic or automatic transmissions are allowed. Manual "H-style" shift linkage is required. No sequential shift mechanisms are allowed. Ceramic bearings are not allowed.

4.9.7.2: 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.

4.9.7.3: Bellhousings must be Quarter Master, Tilton or OEM. Transmissions must bolt directly to the rear bellhousing surface (i.e. - the 10" spacers common in GT-1 are not allowed).

4.9.7.4: The driveshaft must be one piece and made of metal.

4.9.7.5: A minimum of two steel 360-degree driveshaft hoops shall be installed of sufficient strength to contain the driveshaft in case of u-joint or driveshaft failure. Said hoops shall be located within twelve (12) inches of the front of the shaft and as close as practical to the rear u-joint.

4.9.8: WHEELS

4.9.8.1: 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 (i.e. - zero-scrub front suspension is not allowed). Maximum wheel width is 10". Wheels can be steel or aluminum and must weigh at least 18 pounds. Only steel wheels are allowed for "wide five" bolt patterns with a minimum weight of 17 pounds.

4.9.9: TIRES

4.9.9.1: GTA based cars will compete on Goodyear D2560 race tires

4.9.10: BRAKES

4.9.10.1: All vehicles must use dual master cylinder, 4-wheel disc brake systems.

4.9.10.2: Driver adjustable brake bias is allowed.

4.9.10.3: Brake rotors must be iron with a maximum diameter of 12.19", a minimum thickness of .810", and a maximum thickness of 1.25".

4.9.10.4: Brake recirculators are allowed.

4.9.10.5: Inline blowers may be used in the brake cooling ducts, but water cooling of the brakes is not allowed.

4.9.10.6: Electronically controlled anti-lock braking systems are not permitted.

4.9.10.7: Brake pad materials are unrestricted.

4.9.11: ENGINES

There are multiple engine preparation packages that can be used. All engines must comply with the rules in ADDENDUM A: General Engine Specifications. The engine must also comply with the rules in one of the four following categories.

ADDENDUM B: Traditional Carbureted Engines

ADDENDUM C: Restricted Carbureted Engines

ADDENDUM D: Trans-Am LS1 Engines

ADDENDUM E: Trans-Am LS3 Engines

As new common engine packages become available they will be evaluated by SCCA Pro Racing and may be added as optional engines under these rules.

ADDENDUM A:

General Engine Specifications (apply to all engine packages)

A.1: With the exception of all C-M-C cars and former ASA series cars running Trans-Am LS based engines, the engine manufacturer must match the body manufacturer.

i.e. – Chevrolets and Pontiacs run Chevy engines, Fords run Ford engines, Dodges run Chrysler engines. C-M-C cars and former ASA cars from the AC Delco era may run Trans-Am LS based engines regardless of the body manufacturer.

A.2: All engines will be normally aspirated V-8s.

A.3: The centerline of the crankshaft shall be located within 1.00 inches of the centerline of the entire chassis (no more than 1.00" offset is permitted).

A.4: Engine setback will be measured from the center of the front most spark plug hole to the centerline of the top ball joints. For narrow track cars the maximum setback is 2.00 inches. For wide track cars the maximum setback is 4.00 inches.

A.5: A minimum of 9.5 inches, measured from the center of the crankshaft bolt to the ground, must be maintained at all times.

A.6: 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.

A.7: 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.

A.8: Connecting rods must be solid steel. No titanium, aluminum, stainless steel or composite rods are allowed. Rods may be tested by using a magnet.

A.9: Valve covers are unrestricted.

A.10: Alternators must be OEM type, belt driven, and are optional. One-wire alternators are permitted and may be driven off the engine or the differential.

A.11: Water pumps must be OEM type. Water pump impellers may be altered for improved cooling. No reverse cooling systems are allowed.

A.12.: Spark plugs are unrestricted.

A.13: 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.

A.14: Any commercially available exhaust system that meets track-specific sound requirements may be used. Exhaust systems may be chromed, ceramic coated and/or painted.

A.15: No stainless steel, Inconel, or other high cost materials may be used.

ADDENDUM B:

"TRADITIONAL" CARBURETED GTA ENGINE SPECIFICATIONS

B.1: Must meet all requirements listed in Addendum A.

B.2: Engine displacement can be a maximum of 358 cubic inches.

B.3: 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.

B.4: 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.

B.5: Chevrolet cylinder heads must be Dart Iron Eagle 200 cast iron heads, part #10310010, which replaced part #1112B and #1115B.

B.6: Ford cylinder heads must be Dart Iron Eagle 200 cast iron heads, part #5302B or World Products' Windsor Sr. iron heads, part #053040.

B.7: Chrysler cylinder heads must be Mopar Performance Econo W2 part #P4529994.

B.8: Maximum intake valve diameter is 2.020 inches. Maximum exhaust valve diameter is 1.600 inches. No titanium valves are allowed.

B.9: 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 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 grinding in the valve bowl area is permitted. No interior or exterior coatings are permitted.

B.10: 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.

B.11: The maximum compression ratio is 10.2:1.

B.12: Chevrolet intake manifold must be an Edelbrock Victor Jr., part #2975.

B.13: Ford intake manifold must be an Edelbrock Victor Jr., part #2980 or #2981.

B.14: Chrysler intake manifold must be an Edelbrock Victor W-2, part #2920.

B.15: 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.

B.16: The carburetor must be a Holley 650 DBL pump, part #0-80541 and 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 epoxy (except to retain the booster nozzles), resin or any other material is permitted. A maximum 1.000 inch thick spacer may be used between the intake manifold and the carburetor.

B.17: Any roller or flat tappet camshaft with a maximum lift of 0.612 inches (measured at the valve with 0 lash) may be used. Engle camshaft part #RK-38 meets these specifications. The cam drive may use either a chain or belt system.

B:18: Rocker arms may be any OEM, steel or roller bearing type. No split shaft, shaft mounted or trunk-lined rocker assemblies are permitted. The maximum rocker arm ratio is 1.600:1.

B.19: The oil pan is unrestricted, but the oiling system may not exceed a three-stage system (two scavenge stages and one pressure stage). Cosworth, Cosworth-style, Autoverdi, and Heineker pumps are not allowed.

B.20: 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.

B.21: 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 C:

"RESTRICTED" CARBURETED ENGINE

C.1: Must meet all requirements listed in Addendum A.

C.2: Engine displacement can be a maximum of 362 cubic inches.

C.3: Maximum intake valve diameter is 2.050 inches. Maximum exhaust valve diameter is 1.600 inches. No titanium valves are allowed.

C.4: The maximum engine compression ratio is 9.5:1.

C.5: Any carburetor may be used, subject to the following restrictions:

C.5.1: Restricted engines using a Holley 650 DBL pump, part #0-80541-1, as defined in Appendix B.16 will be limited to 7000 RPM.

C.5.2: Restricted engines using any other carburetor will be limited to 6500 RPM.

C.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.

C.7: The oil pan is unrestricted, but the oiling system may not exceed a four-stage system (three scavenge stages and one pressure stage). Cosworth, Cosworth-style, Autoverdi, and Heineker pumps are not allowed.

C.8: 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 D:

"TRANS-AM LS1"ENGINE

D.1: Must meet all requirements listed in Addendum A.

D.2: This is the LS-1 Corvette engine as used by the 2005 ASA series except as modified below. This includes but is not limited to the following:

D.2.1: Any commercially available air filter may be used.

D.2.2: All tubes between the air filter and MAF must be metal (no carbon fiber allowed). These tubes have a maximum outside diameter of 3.5 inches.

D.2.3: Stock Mass Air Flow (MAF) sensor, part number 491

D.2.4: Stock 75mm throttle body

D.2.5: Unmodified LS-1 intake manifold, part number 12560894

D.2.6: Unmodified LS cylinder heads, part numbers 241, 243, 799, or 853. 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 bowl area is allowed. No interior or exterior coatings are permitted.

D.2.7: Camshaft part number 12480110 ("LS" V8 ASA cam) with 1.7:1 rockers

D.2.7.1: max lift measured at the intake and exhaust valves is .525"

D.2.7.2: duration at .050" lift: intake = 226, exhaust = 236

D.2.7.3: lobe separation is 110

D.2.7.4: Maximum compression ratio is 10.1:1

D.3: Optional upgraded intake systems:

D.3.1: Option 1: Any 90mm throttle body may be installed. One example is GM part #12589181. A stock, unmodified LS-2 intake manifold to fit the larger throttle body must be installed.

D.3.2: Option 2: An LS-6 intake manifold (part # 12573572 *or #88894339)* may be installed, but the stock 75mm throttle body must remain in place.

D.3.3: Option 3: The fuel injection system may be completely

replaced with a Holley 650 carburetor as specified in Appendix B, item 16. This conversion also requires GM intake manifold part #88958675 and an MSD 6010 timing module.

D.4: The stock stroke must be maintained. Cylinders may be honed as part of the normal freshening procedure, but the engine displacement can be a maximum of 350 cubic inches.

D.5: Crankshaft may be replaced with Eagle # 434636226100. Rods may be replaced with Eagle # 612503D2000, Callies Compstar # 6125LS1, or Engine Pro # 10-1108-8.

D.6: Pistons may be replaced with Mahle # LS1314-898-F04, LS1314-905-F04, or LS1314-908-F04 (depending on the overbore needed).

D.7: A GM ECU must be used. It may be re-flashed and the maximum RPM limit set at 6800 RPM.

D.8: Any valve springs are allowed.

D.9: Aftermarket fasteners (rod bolts, specifically) are allowed.

D.10: The oil pan is unrestricted, but the oiling system may not exceed a three-stage system (two scavenge stages and one pressure stage). Cosworth, Cosworth-style, Autoverdi, and Heineker pumps are not allowed.

ADDENDUM E:

LS-3 ENGINE.

E.1: Must meet all the requirements listed in Addendum A.

E.2: This is the LS3 Corvette Engine except as modified below. This includes but is not limited to the following:

E.2.1: Any commercially available air filter may be used

E.2.2: All tubes between the air filter and the MAF sensor must be metal (no carbon fiber allowed). These tubes must have a maximum outside diameter of 3.5 inches.

E.2.3: Stock Mass Air Flow (MAF) sensor, GM part # TBD.

E.2.4: The throttle body must be either the GM 90mm electronic unit, part # TBA or the Edelbrock 90mm mechanical unit, part # 3869.

E.2.4.1: These throttle bodies may not be modified.

E.2.4.2: A TBD inch flat plate restrictor must be in place during all practice, qualification, and race sessions. The restrictor will be supplied by Trans-Am Technical Manager at the start of each event, and must be returned at the conclusion of that event,

E.2.5: Unmodified L92 intake manifold, GM part # TBD.

E.2.6: Unmodified LS3 cylinder heads, GM part # TBD. 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 bowl area is allowed. No interior or exterior coatings are permitted.

E.2.7: The maximum valve lift is 0.525".

E.2.8: The maximum compression ratio is 10.7:1.

E.3: The fuel injection system may be completely removed and replaced with a Holley 650 CFM carburetor as specified in Addendum B item 16.

E.3.1: A GM intake manifold, part # TBD or Edelbrock intake manifold part # TBA must be used.

E.3.2: A GM timing module, part # TBD or MSD timing module, part # TBD must be used.

E.4: The stock stroke must be maintained. Cylinders may be honed as part of the normal freshening procedure, but the engine displacement can be a maximum of 378 cubic inches.

E.5: The stock crankshaft and rods must be used without modification.

E.6: The stock pistons must be used. Oversized GM pistons may be used when the engine is honed.

E.7: A GM ECU must be used. It may be re-flashed, and the maximum RPM limit set at 6800 RPM.

E.8: Any valve springs are allowed.

E.9: Aftermarket fasteners (rod bolts specifically) are allowed.

E.10: The oil pan is unrestricted, but the oiling system may not exceed a three-stage system (two scavenge stages and one pressure stage). Cosworth, Cosworth-style, Autoverdi, and Heineker pumps are not allowed.

ARTICLE 4.10: TRANS-AM GLOBAL GT CLASS

4.10.1: 1998-2005 Porsche 996 GT3 Cup

Cars must be prepared in accordance with the appropriate model/year Porsche Factory 911 GT3 Cup partscatalog/service manual. Drivers must have the correct year manuals as they apply to their specific vehicle in their possession.

Minimum weight with driver = 2730 pounds

4.10.2: 2005 ½ - 2009 Porsche 997 GT3 Cup

Cars must be prepared in accordance with the appropriate model/year Porsche Factory 911 GT3 Cup partscatalog/service manual. Drivers must have the correct year manuals as they apply to their specific vehicle in their possession.

Minimum weight with driver =2900 pounds

4.10.3: 2006-2011 Ferrari 430 Challenge

Cars must be prepared in accordance with the appropriate model/year Ferrari 430 Challenge parts catalog/service manual. Drivers must have the correct year manuals as they apply to their specific vehicle in their possession. Cars are required to run on 18" wheels with iron brakes

Minimum weight with driver =2900 pounds

4.10.4: 2010 Dodge Viper ACR-X

Cars must be prepared in accordance with Dodge Viper Cup rules. Two flat plate inlet restrictors are required,. The opening in the restrictor must (TBD)

Minimum weight with driver = 3480 pounds

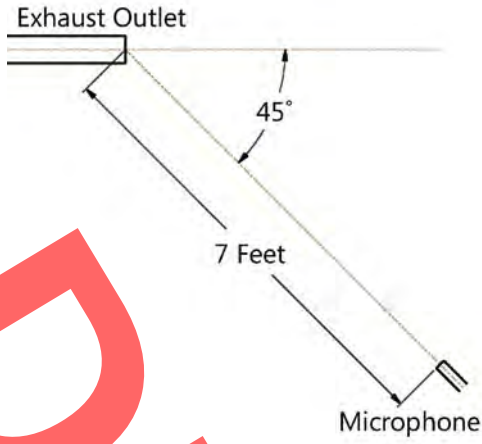
ARTICLE 4.11: TECHNICAL PROCEDURES

4.11.1: FUEL TEST

Fuel will be tested utilizing the Authentix LSX 1000 test system, color comparison, and any other method deemed appropriate by the TECHNICAL MANAGER. All fuel will be tested against a sample taken from the supplier at the event

4.11.2: SOUND TEST

4.11.2.1: Sound levels will be measured with the vehicle stationary. A microphone will be placed 533mm (21in) off the ground, seven feet from the exhaust outlet, at a 45 degree angle to the outlet in the horizontal plane.



4.11.2.2: The vehicle's engine speed will be held constant at 5000RPM while the sound measurement is taken.

4.11.2.3: If a vehicle has multiple exhaust outlets, the test will be repeated for each outlet, and the highest value will be used.

4.12.3: WEIGHT, ANGLES, HEIGHTS MEASUREMENT

4.12.3.1: *Technical Inspection of a car's weight, angles, and component heights will include the driver, and driver's equipment, in the normal seated position.*

4.12.3.2: *Tire pressure must be adjusted to 25 psig.*

4.11.4: COMPRESSION RATIO AND DISPLACEMENT MEASUREMENT

4.11.4.1: Initial compression ratio measurement will be done using the Katech Whistler. Non-compliance found using the Whistler will result in engine tear down for internal inspection.

4.11.4.2: Initial displacement measurement will be done using a "P&G" type pump. Non-compliance found using the pump will result in engine tear down for internal inspection.

4.11.5: GPS MONITORING

4.11.5.1: *Data may be collected during any official practice, qualifying, or race session. The cars required to run the Trans-Am Data System (TADS) will be selected by the Technical Manager. Officials will notify the selected teams approximately 90 minutes before the session. Teams will be given the box containing the TADS, along with a GPS antenna, at that time. Teams must then install the box and antenna, and hook-up the wiring harness. Officials will collect the TADS and antenna at the end of the session.*

4.11.5.2: *The sealed box (Radio Shack part number 270-1809) housing the TADS is plastic and measures 8" (front to rear), 6" (side to side), and 3" (height). The total weight of the box and antenna is approximately 1.7 pounds. Teams must provide a level surface and determine how the box will be mounted. Hot surfaces should be avoided.*

4.11.4.3: *A GPS antenna will be provided. The teams must mount the antenna on the roof of the car. The unit has a magnetic base. Double sided tape may also be used.*

4.11.5.4: *A Deutsch DT Series 2 pin receptacle (Deutsch part number DT04-2P) must be installed with the number 1 pin connected to ground, and pin number connected to a tachometer lead. The wiring needs to reach the rear of the TADS box*

4.11.5.5: Teams must not interfere with the operating of the GPS Data Logger in any way.

ARTICLE 5: FORMULA 1000

ARTICLE 5.1: PURPOSE AND INTENT

A formula for purpose built, open-wheel, open cockpit racing cars F1000 allows converted Formula Continental, Formula 2000, Formula F, and purpose-built motorcycle-powered tube frame chassis. Re-homologation as an F1000 is required for all converted cars. All cars must have a SCCA Club Log Book with an up to date Annual Inspection performed by a licensed SCCA Technical Inspector. All cars must also have a copy of an approved F1000 Homologation form issued for that chassis by SCCA Club Racing

These vehicles will be raced in compliance with the current SCCA Pro Racing Regulations (PRR) unless otherwise specified by the individual series rules.

Vehicle modifications will be limited to those AUTHORIZED MODIFICATIONS listed in Article: 5.10

Race events are conducted under the PRR and regulations issued for the individual Series unless otherwise specified.

The PRR is a PERMISSIVE document. Unless a particular modification, or part, is approved in the PRR, SCCA Club General Competition Rules (GCR) or a Technical Bulletin, the vehicle and all of its relevant parts and assemblies shall be raced as the vehicle was homologated.

SCCA Pro Racing reserves the right to make any necessary amendments to the current PRR, as well as any supplementary regulations, at any time.

ARTICLE 5.2: POINTS AND AWARDS

5.2.1: SERIES CHAMPIONSHIP

Points towards the F1000 Race Series are awarded in each event depending on a driver's finishing position. The Formula 1000 Championship will be awarded to the driver with the best finishes in all 10 races.

5.2.1.1: Drivers 40 years of age and older are eligible for a year-end Masters Class Bonus prize awarded to the highest placing driver. The point's structure is the same as Article 5.2.2.2

5.2.2: CHAMPIONSHIP POINTS

5.2.2.1: F1000 Championship Series will award Championship Points to drivers and maintain the point standings to determine a Series Champion.

5.2.2.2: Championship Points will be awarded to Drivers classified as starters based on the following schedule:

Position:	**1**	**2**	**3**	**4**	**5**	**6**	**7**
Points:	35	28	23	19	17	15	13
Position:	**8**	**9**	**10**	**11**	**12**	**13**	**14**
Points:	11	10	9	8	7	6	5
Position:	**15**	**16**	**17**	**18**			
Points:	4	3	2	1			

5.2.2.1: 2 Championship Points will be awarded to the Driver qualifying in the pole position

5.2.2.4: The points will be awarded only after the technical staff has completed the post-session vehicle inspections pursuant to the PRR and the CHIEF STEWARD of the event has given his clearance.

5.2.2.5: Ties in the final point standings in any of the Championships will be decided based upon the number of first place finishes in class; then, if necessary, the number of second place finishes, etc.

5.2.2.6: A driver must be classified as a starter to score Championship points. (See Article: 1.9.1)

ARTICLE 5.3: EXCLUSION

5.3.1: Violations of the PRR, as well as unsportsmanlike conduct, including but not limited to unsportsmanlike driving, may result in denial/reduction of prize monies, exclusion from the race results, or exclusion from the F1000 Championship Series, depending on the severity of the violation.

5.3.2: Decisions regarding event operation, team conduct, driver discipline, and car compliance will be made by the F1000 Series Officials and will be final.

ARTICLE 5.4: GENERAL PROCEDURES

5.4.1: TEAM REPRESENTATIVE

5.4.1.1: Each team will designate one person to act as the team representative. This spokesperson is the only person who may speak for the team OFFICIALLY, including filing protests and making changes and additions to the team's credential list. If the team representative must be changed during the event, the Registrar, Chief of Timing and Scoring, TECHNICAL MANAGER, and CHIEF STEWARD must be notified.

5.4.1.2: A driver may not act as the team representative.

5.4.2: NUMBER REGISTRATION

5.4.2.1: Multiple vehicles will not be assigned the same number. This applies to vehicles registered in separate classes.

5.4.2.2: The number 1 will be assigned as follows:

5.4.2.2.1: If 2 previous season Drivers' Champions register for the current season, the one with the highest Championship Point total in the previous season must carry number 1.

5.4.2.2.2: If only one previous season Drivers' Champion registers for the current season, he must carry the number 1.

5.4.2.2.3: If no previous season Drivers' Champions register for the current season, then number 1 will not be assigned.

5.4.2.3: The Deadline for number registration is midnight central time, January 15th, 2012. If a number is registered for multiple vehicles before the Deadline, the number will be assigned as follows:

5.4.2.3.1: First priority will be given to previous season Drivers' Champions not carrying number 1.

5.4.2.3.2: Second priority will be given to teams that had registered the number in the previous season.

5.4.2.3.3: Third priority will be given to drivers with the highest Championship Point total at the end of the previous season.

5.4.2.3.4: Fourth priority will be given to the vehicle registration submitted first.

5.4.2.4: Following the Deadline, numbers will be assigned when registration is received.

5.4.2.5: A driver must use the number registered to him at all times. If a driver changes cars within the same team, he shall transfer his number to that car. Drivers changing teams may change numbers to a registered number of the new team.

5.4.3: EVENT REGISTRATION

5.4.3.1: Check the supplemental regulations for each event for exact registration location(s) and times. All F1000 drivers, crew members, guests, and sponsors must register at each event. An annual hard card will be issued to all participants, see supplemental regulations for details.

5.4.3.2: All drivers and crew members, working in the pits, or other designated high-risk area, must be 18-years of age, or older, be a current SCCA member, and hold a current SCCA Pro Racing Participant I.D. License. Participants 16-18 years old may be admitted upon issu-

ance of a SCCA Pro Racing Minor Participant I.D. License. Minor Participant IDs must be issued from the SCCA Pro Racing office, and will not be issued at event registration. The SCCA Pro Racing Participant ID will remain the property of SCCA Pro Racing. Privileges may be revoked at any time for non-compliance with the PRR.

5.4.4: PRE-RACE TESTING

5.4.4.1: Private testing is banned at any track the Series is racing at during the current year until the scheduled Series event has been held. The only exceptions are:

5.4.4.1.1: Series organized test opportunities.

5.4.4.1.2: SCCA scheduled Regional or National Events.

5.4.4.1.3: Events held by other racing series.

5.4.4.1.4: CASC events at any Canadian tracks on the schedule.

5.4.4.1.5: Track open testing days available to all.

5.4.5: PARKING AND PADDOCK

5.4.5.1: See series supplements for load in times and parking locations.

5.4.6: PIT ASSIGNMENTS

Pit assignments will be the responsibility of the F1000 Staff. Assignments will be distributed at the crew chief meeting or prior to the start of the first official practice. Teams must use their assigned pit space during all official sessions**.**

5.4.6: PIT LANE SAFETY REGULATIONS

5.4.6.1: It is not permitted to drive a car in reverse, or against traffic, under its own power in pit lane, unless under the direct supervision of a race official, or pit marshal. A driver who overshoots his assigned pit must either complete another lap, or his crew may push him to his pit in reverse direction.

5.4.6.2: It is the driver's responsibility to maintain a SAFE and REASONABLE speed, at all times while operating the vehicle in the pit lane. A maximum pit lane speed limit of 45 miles per hour will be imposed at all races, unless otherwise stated in the Supplementary Regulations, or by the CHIEF STEWARD.

5.4.6.3: The entrant shall provide a fire extinguisher in his pit at all times. It must be in sufficient working order and minimum ten (10) lbs. ABC-type extinguisher. This extinguisher is in addition to that which must be carried in the car, and in addition to that supplied by the organizer.

5.4.6.4: Pit carts, trolleys, 3-wheelers, tugs, etc. must be clearly marked with race car number and Series for easy identification. Under normal circumstances, these types of vehicles shall not be driven onto the actual pit lane, but must stay behind the pit wall.

5.4.6.5: Pit Emergencies

In the event of an emergency in the pit area, teams will be notified over the radio that the pits are closed. At that time, no race car shall enter the pits. Cars in the pits during a pit emergency must obey the instructions of the officials.

5.4.6.6: A maximum of one (1) uniformed crew person per car, plus the team manager(s), will be permitted track side (in a designated location) for the purpose of signaling during practice, qualifying, and the race. The track side person for each car should not be involved with the pit stops, when possible, to limit the amount of foot traffic across pit lane. The team manager(s) will be permitted to freely cross pit lane. Crew members shall not go to the signaling area until after the race has been started. Spectating in the signaling area is prohibited.

5.4.6.7: No crew members shall stand on the pit lane wall, or on pit equipment that is not specifically designed to have people standing on it (e.g. scoring stands). Anybody sitting on the pit lane wall shall keep their legs behind the pit lane wall.

5.4.6.8: Tire warming, weaving the car back and forth, or any other

behavior which may endanger individuals in pit lane is prohibited.

See **Article 1.7.14:** Pit Stop Regulations for additional pit lane information and rules.

ARTICLE 5.5: COMPETITION PROCEDURES

5.5.1: OFFICIAL PRACTICE SESSIONS

During all official practice sessions, cars are required to be in compliance with the specifications set forth in the PRR. Data may be collected at any time throughout an event to help analyze/inspect the cars. Additionally, F1000 officials may randomly inspect things such as bodywork, etc. when deemed necessary.

5.5.2: QUALIFYING AND STARTING GRID

The following procedure will be used for F1000 qualifying sessions, and to establish the starting grid for the race.

5.5.2.1: At double races, separate qualifying shall be scheduled for each race. If this is not possible, a single qualifying shall be held for the first race with the second race starting positions determined by each driver's fastest lap in the first race.

5.5.2.2: All exchanges of the engine will require notification of the TECHNICAL MANAGER at least 30 minutes prior to exchanging the engine. If an exchange of an engine, or its parts, occurs after qualifying the car will lose its qualifying position and will be required to start the race at the back of the grid, regardless of reason for exchange/change. If more than one car is moved to the back of the starting grid, they will be gridded according to the ascending lap times of their qualifying time. (see Article: 5.9.1.1)

5.5.2.3: To be eligible to start the race, all cars shall qualify within 110-percent of the average of the fastest three qualifying times for their class. The CHIEF STEWARD may issue waivers to cars qualifying outside of the required 110-percent at his discretion.

5.5.2.4: All drivers must have completed at least one (1) lap in any practice session within the guidelines set forth in Article 1.4.2.4, or as prescribed by the CHIEF STEWARD. The CHIEF STEWARD may at his sole discretion, allow a driver who has not met this requirement to start the race.

5.5.2.5: F1000 officials reserve the right to alter qualifying and gridding procedures on a per-event basis in the supplemental regulations

5.5.2.6: If a driver will not start the race in the same car he qualified, that driver will start the race from the back of the grid. The team representative must notify the CHIEF STEWARD, or TECHNICAL MANAGER, in writing, at least two hours before the start of the race.

5.5.2.7: Alternate Qualifying Procedure When time and space in pit lane permits, an alternate qualifying procedure may be used as provided by the CHIEF STEWARD.

5.5.2.8: No car will be allowed to leave the pit lane and return to the paddock during a qualifying session without permission from the Technical Manager.

5.5.2.9: The top 3 cars and one car picked at random must report to Parc Ferme immediately following all qualifying and race sessions, without the assistance of a crew member. No crew member may touch the car from the time it leaves the race track until the car is released from Parc ferme.

5.5.2.10: Upon exiting a car either stopped on track or in Parc ferme, it is the driver's responsibility to replace and reconnect the steering wheel to the steering shaft before leaving the car. Failure to do so may result in a fine.

5.5.3: STANDING START

The official start for the F1000 Championship Series is a standing start. All standing start procedures will be conducted in accordance with a specific Start Procedures Time Schedule (minute-by-minute), which will be published during the race weekend, and issued to teams during the crew chief meeting. Standing Start Procedures shall include: Pre-Grid,

Presentation Lap, Formation Lap and Race Start. All competitors are required to participate in accordance with these regulations and within the spirit of these rules.

5.5.3.1: Pre-Grid

Pre-Grid will open TBD minutes before the scheduled race start time. Each team will designate one person to hold the grid position board at the front of its grid box during pre-grid festivities. The Series may have designated grid board holders at select events. Pre-grid will close 30 minutes before the scheduled race start time. Cars failing to arrive at pre-grid before it closes shall start the race from pit lane in the order that they arrive at pre-grid after it has closed. Once pre-grid has closed, positions for late, or no-show, cars shall remain open.

5.5.3.2: Presentation Lap

Presentation lap will begin approximately TBD minutes prior to the scheduled race start time. It is one lap of the racetrack not to exceed 45 miles per hour. The cars shall maintain formation. No tire warming, overtaking, weaving, or practice-standing starts are permitted. Cars will arrive at starting grid and proceed at a walking pace through the grid board holders. All engines are to be switched off as soon as cars arrive at their start boxes. Cars not able to leave pre-grid when it is time to start the presentation lap shall start the race from pit lane, and that grid position shall remain open.

5.5.3.3: Pre-Start Ceremonies

Each team is required to have a board holder for each car. Grid Board Holders must be at least 16-years of age and have signed the event waiver, or have an SCCA Pro Racing hard card. Grid Board Holders must wear appropriate team clothing (team shirt and long pants). Approximately 30 minutes before the scheduled race start time, Board Holders will proceed to the starting grid holding the boards upright at the assigned start box. A "FIVE (5) minute board" will be displayed, at which time all non-essential personal must leave the start grid. When the "THREE (3) minute board" is displayed and the air horn is sounded, all personnel, except the officials, must leave the starting grid.

The series announcer, or other VIP, will command drivers to start their engines over the public address system, at which time all drivers shall start their engines. Once the announcement is made, the officials on the grid will signal for all cars to start their engines. Once the officials have verified that all engines are started, they will signal the drivers to begin the formation lap. During the formation lap the field will not exceed 65 miles per hour. Practice standing starts, while leaving the grid on the formation lap is EXPRESSLY PROHIBITED. Doing a practice standing start will be considered dangerous conduct, and will result in significant and immediate penalties. Once the cars have left the grid on the formation lap, all flag bearers will leave the grid. Tire warm up is permitted during the formation lap once the cars have cleared the grid. Cars with mechanical problems, that cannot start the formation lap on-time, or maintain the pace of the other cars on the formation lap, shall enter pit lane and start the race from there. Once a car has dropped back from its original grid position, it may not regain that original position and must enter pit lane. If a car falls out of its original grid position, that position shall remain open when the cars line up in their designated starting boxes.

During the approach to the starting grid, the cars will be directed to slow, close formation, and be stopped at their assigned starting posi¬tion. Once a car is set in its grid position, it shall not move. All cars shall line up directly behind the car in front of them. Cars that deliber¬ately form up a significant distance behind their mark, angle in, or in any other way try to gain an advantage at the start, will be subject to penalties. A "FIVE (5) Second board" will be displayed at the head of the grid when all cars are in position, and all officials are clear.

5.5.3.4: Start Procedures

Either a standing start or a rolling start (in case of rain) will be used. See

Appendix N for procedures.

5.5.3.5: An aborted start is one that is called due to problems that may have occurred once the red lights have been switched on, and which has resulted in cars leaving the grid. A second standing-start will not occur. All corner stations will display double-yellow flags. Cars shall follow the safety car until it is deemed safe to re-start the race, at which point, a single-file rolling restart procedure will occur. In the event of an aborted start, the race minute clock shall begin when the cars leave the grid. Time permitting; the CHIEF STEWARD may stop the countdown of this clock at any point prior to the successful start of the race.

5.5.3.6: When pre-grid officially closes, all work must be completed so that each car is ready to roll off of pre-grid at any time. From the time that pre-grid closes, until the 3-minute signal, clearing the starting grid, is given, the only work that may be performed are those tasks pertaining to getting the driver belted in and situated, checking connections (hoses, wiring, etc.), taping air duct openings, and adjusting the suspension settings that can be adjusted while the car is on the ground. A jumper battery may also be plugged in until the 3-minute signal is given. Any additional work must be performed in pit lane, and that car will be required to start the race from pit lane without participating in the presentation and/or formation laps.

5.5.4: FALSE START

5.5.4.1: A false start occurs when a driver under the Starter's orders, after having been set by the grid staff, moves, forward or backward, from his prescribed position before the start of the race as indicated when the red lights go out. In the case of a rolling start, this movement shall refer to his position in relation to the moving field by moving out of line, or passing, prior to the waving of the green flag. In the case of a standing start, this movement shall refer to any movement that is discernible by a series official.

5.5.4.2: Should the CHIEF STEWARD determine that a false start has occurred, and the race has started, the driver may be black flagged and held at pit out, for a period of up to one minute. The CHIEF STEWARD may levy other penalties at his discretion.

5.5.5: RESTARTS

5.5.5.1: If it should become necessary to stop a race, the CHIEF STEWARD will determine if the race is to be restarted and the restart procedure to be used.

5.5.5.2: A race that is stopped at 50 percent, or more, of its scheduled distance/time and is not restarted shall be scored as of the last com¬pletely scored lap.

5.5.5.3: All cars must start under their own power, after a race is stopped, and before it is restarted. Push starting is not allowed.

5.5.5.4: Post-YELLOW FLAG/SAFETY CAR restarts shall be single-file.

5.5.5.5: Single file restarts shall be carried out as follows: Restart speed shall be 45 mph. The lead car shall set a steady pace behind the pace car and is responsible for leading the field to a safe restart. Cars shall not drastically speed up, slow down, or otherwise "play games". Once the lead car reaches the acceleration cones, the green flag will be displayed. Racing shall resume throughout the entire field when the green flag is displayed. A restart judge, and/or radar gun, will be used to help determine if cars jump the restart by accelerating early, or otherwise attempting to improve position. Cars out of a single-file line when the green flag is displayed will be considered as attempt¬ing to improve their position. Cars that are deemed to have jumped the restart may be black flagged and held at pit out for a period of up to one minute. The CHIEF STEWARD may levy other penalties at his discretion.

5.5.6: RACE LENGTH

F1000 Championship races will be a maximum of 30 minutes in duration, unless otherwise specified in the Supplementary Regulations

5.5.7: POST-RACE CEREMONIES

5.5.7.1: At the conclusion of each race, the top three drivers, as well as any award winners announced over the official race control frequency, shall go to pare ferme as directed by F1000 officials. Drivers participating in any celebration involving the spraying of any liquids shall remain on the victory podium/rostrum. Drivers are prohibited from spraying any participants, photographers or staff that are not on the rostrum/podium. Drivers under the age of 21 are restricted from drinking any alcoholic beverages, including champagne used in post-race ceremonies.

5.5.7.2: Following the post-race awards ceremony, the top three finishers are required to attend a post-race press conference as directed by F1000 officials.

5.5.8: TIRE USE

5.5.8.1: The TECHNICAL MANAGER or his appointed staff will mark six (6) dry tires per car prior to qualifying. These tires are the only tires (other than rain tires) that may be used during qualifying and race sessions of that event. The TECHNICAL MANAGER will specify one, or more, periods of time on the schedule when all teams must have their tires laid out and prepared to be marked at their paddock. The technical staff will come around to the individual team paddock areas to mark each team's tires during the specified time(s). Once a team's tires have been marked they may be put away. Teams not being prepared to have their tires marked during the specified time may be penalized.

5.5.8.2: Teams shall leave their tires used for qualifying, and/or the race, mounted on the car until the car has cleared the post-session technical inspections, or if the car is not required to go through a post-session technical inspection, or released from pit lane by the Technical Manager.

5.5.8.3: All cars shall start the race on a set of dry tires marked for that event, or a set of rain tires in the event of wet conditions.

5.5.8.4: Teams may change two dry tires without penalty after qualifying. After the start of the presentation lap, or formation lap, cars may enter pit lane and change tires. These cars will be held at pit-out and released after the start of the race and after the field clears pit-out. Tires may be changed as needed after the start of the race.

5.5.8.5: If a team changes more than two marked dry tires once the qualifying session begins, that car will lose all qualifying times and be moved to the back of the grid. If the team notifies the TECHNICAL MANAGER of this change in time to have the grid sheets corrected and reprinted the car in question may start at the back of the grid. However, if a car shows up on the pre-grid with unmarked tires without informing the TECHNICAL MANAGER of the change in time to correct and reprint the grid sheets, that car shall start the race from pit lane after the field clears pit-out.

5.5.8.6: When to use rain tires is the decision of the crew chief of each team. If the crew chief decides to use rain tires in all or a part of qualifying, but not in the race, the car shall start the race on the set of four (4) dry tires that were marked prior to qualifying. If the crew chief decides to use the four (4) marked dry tires in qualifying, but not in the race, the car may start on any set of rain tires, new or used. If the crew chief decides to use rain tires in both qualifying and the race, any combination of rain tires, new or used, may be used.

5.5.8.7: In the event of rain beginning during a race but after the start of a dry race, the race may be red flagged to give each team ample time to change tires. It shall be up to each team whether to change tires during this period. The race will be restarted by a single file rolling restart with cars in the order when red flagged.

5.5.8.8: Tire warmers are allowed except on the grid.

5.5.9: RADIO USE

5.5.9.1: One working two-way voice radio with car-to-pit communication capability is required at all times.

5.5.9.2: Radio Frequencies and DPL codes MUST be registered with SCCA Pro Racing.

5.5.9.3: Radio signals cannot be encrypted or scrambled. Frequency hopping or Digital radios and trunking equipment are not permitted. Frequency range limited to 450 to 470 MHz. Power limited to 10 watts on mobile, repeater and base units and 4 watts on hand held units.

5.5.9.4: Teams are limited to a maximum of four frequencies per car entered. SCCA Pro Racing may choose to record conversations to be reviewed at a later date.

5.5.9.5: SCCA Pro Racing recognizes that the FCC by law requires radio frequency users to be licensed. Teams MUST comply with all Fed¬eral, State and Local laws regarding two-way radio communication

5.5.9.6: SCCA Pro Racing requires that all teams monitor the race control channel at all times their cars are scheduled to be on track.

5.5.9.7: Race Control must be monitored on frequency TBD MHz. DPL Code TBD.

5.5.10: PENALTIES FOR CAUSING TRACK STOPPAGES

5.5.10.1: Due to the strictly limited amounts of track time given to the series on a race weekend, avoidable occurrences that cause a track stoppage are strongly discouraged. Teams must be sure that their cars and drivers are fully prepared to go on track (e.g. make sure there are no fluid leaks). If something occurs (e.g. an engine expires), the driver must get off the line, off the course, and park in a safe location as soon as possible, so as to not cause a session stoppage. Cars will be brought in quickly to inves¬tigate reports of fluid leaks, smoke, etc. in an attempt to avoid session stoppages. Penalties will be levied against cars avoidably causing track stoppages.

5.5.10.2: Any driver responsible for causing the first practice to be stopped or causing a full course caution will lose the first five minutes of the next session.

5.5.10.3: Any driver causing the second practice session (or 1st practice session in the event of only one practice session is available) to be stopped or causing a full course caution will lose his/her two [2] fastest laps in the next qualifying session

5.5.10.4: Any driver causing a qualifying session to be stopped or causing a full course caution will lose two [2] grid positions post qualifying.

5.5.10.5: Any driver not responding appropriately to a Black Flag, Red Flag, or session ending Checkered Flag will lose two [2] grid positions post qualifying.

5.5.10.6: All penalties are per incident. That is if the driver has multiple infractions, the penalties are cumulative.

ARTICLE 5.6: SERIES IDENTIFICATION AND PRESENTATION

5.6.1: VEHICLE DECALS AND UNIFORM, DRIVER SUIT PATCHES

5.6.1.1: Cars must have decals applied as specified in the Required Decal Placement document available on the Series Website and at the series trailer.

5.6.1.2: Car Numbers

5.6.1.2.1: Car Numbers must be visible from both sides and from the front.

5.6.1.2.2: Car numbers must be of a size easily readable and on a contrasting background. The minimum size of side numbers is 8" tall with a 1.5" stroke; front numbers are to be a minimum of 6" tall with a 1" stroke.

5.6.1.2.3: Side numbers must be located on the rear wing endplates.

5.6.1.2.4: Front numbers must be located ahead of the front wheel centerline.

5.6.1.2.5: If requested, the entrant will agree to alter the numbers to satisfy these requirements.

5.6.1.2.6: Series registered drivers are guaranteed their reserved number for the entire season. (See Article 5.4.2)

5.6.1.3: Driver suits and team uniforms must have logos displayed as specified in the Required Patch Placement document also available on the Series Website and at the series trailer. Matching crew shirts are strongly suggested.

5.6.2: TEAM VEHICLES AND EQUIPMENT

5.6.2.1: All of a team's vehicles and equipment shall be neat and clean in appearance. This includes cars, pit carts, scooters, and transporters. Any modifications to a car shall be done in a way that maintains this requirement.

5.6.2.2: The series reserves the right to prohibit a car from racing due to its appearance, including damage sustained from an on track incident at the current event.

5.6.2.3: The paint scheme on cars is unrestricted provided that it is appropriate and the contrast with the required decals is adequate. Unfinished cars or unpainted cars will not be allowed (no primer cars).

ARTICLE 5.7: SAFETY

5.7.1: TECHNICAL INSPECTION

Vehicles must pass a technical inspection as specified in Appendix B.

5.7.2: DRIVER SAFETY EQUIPMENT

Driver Safety Equipment is required per Appendix L.

5.7.3: ELECTRICAL

All cars must use a cut-off switch meeting the requirements set forth in Appendix D.

5.7.4: CHASSIS

5.7.4.1: The chassis shall be of tubular steel construction only. Composite construction (defined as carbon fiber, Kevlar, honeycomb or fiberglass) in a structural application is prohibited, except as specifically allowed in these rules. Stress bearing panels are not permitted except as specifically allowed in these rules. Stress bearing panels are defined as sheet metal affixed to the frame by welding, bonding, rivets, bolts, or screws which have centers closer than 150mm.

5.7.4.2: The soles of the driver's feet shall not extend beyond the front edge of the wheel rims (in normal position; i.e., pedals not depressed) and shall remain behind the front bulkhead.

5.7.4.3: The area between the upper and lower mainframe tubes from the front roll hoop bulkhead to the rear roll hoop bulkhead shall incorporate one of the following:

The lower main frame tubes shall be a minimum of 25cm apart (inside dimension) from the front bulkhead to the rear roll hoop.

Panel(s), minimum of either .060 inch heat-treated aluminum (6061-T6 or equivalent) or eighteen (18) gauge steel, attached outside of the chassis tubes.

Reinforced body - at a minimum, consisting of a double layer, five (5) oz., bi-directional, laminated Kevlar material incorporated into the body which shall be securely fastened to the frame.

For either method, fastener centers shall not be closer than 150mm (no stress-bearing panels). The material used for the chassis braces in this area shall be at least equivalent to the roll hoop brace material.

5.7.4.4: A stress-bearing floor pan/undertray is permitted between the front bulkhead and the rear axles. Composite or stabilized materials shall not be used for stress-bearing panels. The mountings for brake and clutch pedals and cylinders (front bulkhead), instruments, (front roll hoop bulkhead), and rear roll hoop bulkhead (behind the driver) may be stress bearing panels, also. The firewall portion of the rear roll

hoop bulkhead (panel) shall extend the full width of the cockpit.

Forward facing air ducts may be installed to deliver air directly to the engine area. Air duct openings may be located within the cockpit provided the firewall is extended to prevent flame and debris from reaching the driver. (Any shape may be used to form the firewall extension.) All firewall inlets shall prohibit passage of flame and debris.

5.7.4.5: Brackets for mounting components, such as the engine, transmission, suspension pickups, instruments, clutch and brake components, and body panels may be ferrous, aluminum alloy, or magnesium alloy, of any shape, and fastened to the frame in any manner.

5.7.4.6: No engine oil or water tubes are permitted within the cockpit.

5.7.4.7: It is not permitted to construct any suspension member in the form of an asymmetrical airfoil or to incorporate a spoiler in the construction of any suspension member. Symmetrical streamlining of suspension members is permitted.

5.7.4.8: Front and rear impact attenuation structures are strongly recommended. Impact attenuation structures shall be securely attached to the entirely sprung part of the car. Attachment of any front impact attenuation structure shall not extend more than 50mm to the rear of the front bulkhead. Impact attenuation structures may be fabricated from metallic and/or composite materials.

5.7.4.9: Control arms and all associated items that attach directly to the chassis members shall be boxed in or captured to prevent intrusion into the cockpit.

5.7.4.10: Front A-arms shall be equipped with anti-intrusion bars to limit intrusion into the cockpit.

5.7.4.11: Front and rear tow hooks are required for cars with closed roll hoops. Closed hoop cars as an alternative may use a lifting/tow dowel with the technical managers prior approval. Hooks must be red in color.

5.7.5: LIGHT USE

5.7.5.1: In low visibility (e.g. sunset, rain) tail/rain lights shall be turned on.

5.7.5.2: In wet conditions, if a car produces a trail of water spray its tail/rain lights shall be turned on.

ARTICLE 5.8: VEHICLE ELIGIBILITY

5.8.1: VEHICLE ELGIBILITY

Purpose built, open-wheel, open cockpit racing cars. F1000 allows converted Formula Continental, Formula 2000, Formula F, and purpose-built motorcycle-powered tube frame chassis. Re-homologation by SCCA Club Technical Services as an F1000 is required for all converted cars.

5.8.1.1: All cars must have their chassis homologation forms available upon request by series officials.

5.8.2: MODIFICATIONS

No other modifications, or alterations from the original "as homologated" vehicle configuration will be permitted, except the REQUIRED SAFETY SPECIFICATIONS and AUTHORIZED MODIFICATIONS specifically listed in Article: 8.8 and Article: 8.9

5.8.2.1: No permitted component/modification shall additionally perform a non-permitted, therefore prohibited function.

ARTICLE 5.9 ENGINE ELIGIBILITY

5.9.1: ENGINE ELIGIBILITY

All participants will be required to declare the make and model of the engine they will be running at a particular event on the event entry form. The following engine manufacturers listed are currently approved and will not have a waiting period:

- Suzuki

- Yamaha
- Kawasaki
- Honda
- BMW

Any/all other manufacturer's engines must be declared a minimum of two (2) months prior to competition in the Series, in order to enable the Series Technical Department to adequately prepare and understand each engines stock configurations for proper technical inspection. The Series may update the list of approved engines during the season through technical bulletins.

Any participant changing their initially declared engine to a manufacturer not previously approved by the Series during the season will be required to have a 2 month waiting period from the date of new declaration before having the ability to run their new engine in competition. The Series, at its own discretion, may waive or modify this waiting period, if adequate information is available.

5.9.1.1: ENGINE DECLARATION
Teams must declare their engine for the race event at Tech prior to the start of the Event's first official practice. This engine shall be used throughout the event weekend. In the event of an engine change prior to any qualifying session, the car's two best lap times during any/all following qualifying sessions will be disallowed. In the event of an engine change between a qualifying session and a race, the qualifying time will be disqualified and the car will be forced to start from the rear of the grid. (See Article: 8.5.2.3)

ARTICLE 5.10: COMPETITION CONFIGURATION

5.10.1: ENGINES F1000 MOTORCYCLE-BASED 4-CYCLE ENGINES UP TO 1000CC

5.10.1.1: The internal parts and surfaces of the engine must remain as originally produced (OEM) by the manufacturer without modification. No metal can be removed from the head or block. Only OEM head gaskets of standard thickness may be used. Intake and Exhaust ports may not be altered in any way. Valve Jobs are permitted but the valve seat diameter may not be altered. Cam shaft timing cannot be altered from its original settings. The maximum compression ratio allowed will be that published by the manufacturer for that particular engine model. Compression pressure will not exceed the maximum pressure published in the manufactures service manual at the time of inspection. In the event that the manufacturer's service manual does not have a maximum compression pressure published, the published standard pressure + 10% will be the maximum pressure allowed. At no time may the compression ratio or compression pressure exceed these amounts. The compression testing tools will be the property of the Formula 1000 Championship Series and will be the official testing tools at events.

5.10.1.2: Stock ECU and engine manufacturer's factory kit racing ECU are allowed. The ECU fuel maps and ignition maps may be changed. Devices that modify inputs to the ECU and outputs from the ECU (e.g., Power Commander) may be used. Non-factory after-market ECUs are not permitted.

5.10.1.3: Turbochargers and superchargers are prohibited.

5.10.1.4: Carburetion and fuel injection are unrestricted.

5.10.1.5: The exhaust system and exhaust manifold are unrestricted except that the exhaust shall be directed away from the body and shall terminate at or behind a point which is equidistant from the front and rear hubs.

5.10.1.6: The lubrication system is unrestricted. A dry sump system is permitted; any oil pan and/or baffling is permitted.

5.10.1.6.1: Oil coolers are unrestricted.

5.10.1.7: The cooling system is unrestricted. Radiators, if housed in or incorporating a cowl air-scoop deflector, shall comply with bodywork

rules.

5.10.1.8: The stock chain tensioner may be replaced with any mechanical chain tensioner.

5.10.2: FUEL

5.10.2.1: The Series will have a spec and exclusive fuel that will be available at all events and used during all official sessions. See Supplemental Regulations.

5.10.2.2: The use of any gasoline other than the specified fuel is strictly forbidden. Additives are not allowed. Any violation of this section may result in disqualification, loss of all points and money earned at that event, and a fine of up to $10,000.00.

5.10.2.3: The fuel system is unrestricted within the following limitations:

5.10.2.3.1: Fuel Cell Vents: Fuel tank air vents shall be located at least 25cm or 9 7/8 in. to the rear of the cockpit.

5.10.2.3.2: Fuel capacity: maximum 41 Liters or 10.83 gallons.

5.10.3: FUEL TESTING

5.10.3.1: Each car shall have enough fuel in the tank/cell at the end of the race to be able to supply at least 8oz. for a fuel test. Teams shall have an external pump available to pump fuel for test in case the in-car fuel pump fails. Teams that are unable to provide a sample may be penalized. When providing a fuel sample, a team member must be standing by with a fire extinguisher.

5.10.3.2: 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. Siphoningof 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.

5.10.3.3: Refueling is not permitted on the grid or in the pit lane area at any time. Refueling of vehicles shall only be done at a team's paddock space, or at the fuel truck/pumps.

5.10.4: ELECTRICAL SYSTEM

5.10.4.1: The electrical system is unrestricted within the following limitations:

5.10.4.1.1: Self-starter: Cars shall be equipped with an on-board self-starter and an on-board power supply controlled by the driver while in a normal driving position.

5.10.5: SUSPENSION

5.10.5.1: All suspension components shall be of steel or ferrous material, except that hubs, hub adapters, hub carriers, bell cranks, pivot blocks, bearings and bushings, spring caps, abutment nuts, anti-roll bar links, shock absorber caps, and nuts may be aluminum alloy or magnesium alloy.

5.10.5.2: Springs: steel only.

5.10.5.3: Shock absorbers: Steel or aluminum alloy body.

5.10.6: TRANSMISSION/FINAL DRIVE

5.10.6.1: Rear wheel drive only is permitted.

5.10.6.2: The final drive ratio is unrestricted, but must not be able to

be changed by the driver while in the cockpit. Internal transmission gears and all internal parts shall remain stock (OEM).

5.10.6.3: Cars must use sequentially shifted motorcycle transmissions. Reverse gear is not required.

5.10.6.4: Gear changes and shifting systems are unrestricted

5.10.6.5: The clutch assembly is unrestricted.

5.10.6.6: Any open, limited-slip, or locking differential is permitted. Electronic control of the differential is prohibited. A solid axle or spool is permitted.

5.10.6.7: Traction Control is prohibited.

5.10.7: PROTECTIVE SHIELD

5.10.7.1: All cars must include a protective shield made of either metal or a blanket of fire proof material between the engine and the exhaust headers in order to reduce the chance of an oil fire due to engine failure.

5.10.8: BRAKES

5.10.8.1: Unrestricted, except:

5.10.8.1.1: Calipers must be ferrous or aluminum alloy.

5.10.8.1.2: All pistons in a given caliper must be of the same size.

5.10.8.1.3: Brake rotors are restricted to ferrous material.

5.10.9: STEERING

5.10.9.1: Unrestricted.

5.10.10: WHEELS AND TIRES

5.10.10.1: Thirteen (13) inch diameter wheels with a maximum rim width of ten (10) inches are the only wheel sizes permitted. Material is unrestricted.

5.10.10.2: The Series will run on a spec tire. See Supplemental Regulations.

5.10.10.3: In the event of rain, only the specified wet weather tires will be allowed with no quantity limitations. See Supplemental Regulations

5.10.10.4: No hand grooving of slicks will be allowed.

5.10.10.5: Tire Warmers are allowed except on the grid prior to the start.

5.10.11: MINIMUM WEIGHT

5.10.11.1: Minimum weight is 1000 lbs. with driver and all safety gear. Competition Weight is to be as raced, qualified, or practiced and will include the driver with all safety gear/equipment and not allow for any replenishment of fluids.

5.10.11.2: Series officials have the right to weigh any car and driver at any time deemed necessary.

5.10.12: BODYWORK AND AIRFOILS

5.10.12.1: See F1000 dimension table. (Airfoils are a requirement for this class.) Forward facing roll bar/roll cage bracing and required padding will not be considered in the cockpit opening dimensions shown in the table.

5.10.12.2: The driver's seat shall be capable of being entered without the manipulation or removal of any part or panel, except the steering wheel and/or driver's head surround structure. The steering wheel and head surround must be removable by the driver without the use of any tools.

5.10.12.3: Carbon fiber is prohibited in any external panels or any panels licked by the airstream (e.g., radiator ducting or engine air inlet), with the exception of impact attenuation structures.

5.10.12.4: Carbon fiber may be used in internal panels and components (e.g., instrument panel, radio boxes) unless otherwise restricted.

5.10.12.5: The entrant shall designate a flat rectangular reference area with minimum dimensions of 30cm by 30cm. This reference area is located on the lower surface of the car (the surface licked by the air stream) between the rear of the front tire and the front of the rear tire. The center of the reference area must be no more than 75mm from the longitudinal centerline of the vehicle. Between the rear of the front tire and the front of the rear tire, no point on the lower surface of the car (the surface licked by the air stream) shall be more than 25mm above the plane determined by the reference area designated by the entrant and on a line perpendicular to that reference plane. No point on the lower surface of the car may be below the plane determined by the reference surface on a line perpendicular to that reference plane, except as specifically permitted herein. Compliance with these requirements shall be accomplished by placing a straight edge on the reference surface designated by the entrant and verifying that the requirements are met. A maximum of four (4) rub blocks of maximum dimension 75mm by 125mm are allowed anywhere on the lower surface of the chassis, and may extend below the reference plane.

5.10.12.6: A diffuser is permitted behind the front of the rear tires. The diffuser may be divided internally into multiple sections. The radius of transitions between the diffuser sides and adjacent horizontal structures may be up to 25mm. The width of the diffuser, as measured between its sides and above any radiused transitions, may not exceed 95cm in any lateral section. Strakes within the diffuser are allowed.

5.10.12.7: Movable aerodynamic devices, including aerodynamic skirts, are prohibited.

5.10.12.8: The maximum permitted width of the bodywork is 150cm. This includes any pieces attached to the bodywork. Mirrors are not considered as part of the body work.

5.10.12.9: The width of the entire lower surface (undertray) of the car between the rear of the front tires and the front of the rear tires shall not exceed the maximum width of the bodywork by more than 50mm and shall not exceed 150cm in total width.

5.10.12.10: The safety roll bar/roll cage and engine air box are not included in the maximum height restriction (dimension C in Table 5).

5.10.13: DRIVER AIDS, DATA ACQUISITION

5.10.13.1: Electronic driver aids are not permitted, with the following exceptions:

5.10.13.1.1: Engine management systems may be programmed to limit vehicle speed in pit lane to the 45 MPH maximum. The pit lane speed limiter shall be activated through a switch and the switch shall be labeled to indicate its purpose.

5.10.13.2: Data Acquisition

5.10.13.2.1: Cars may be equipped with data acquisition systems, consisting of a data logger, sensors and required wiring. Data loggers may be integrated with the engine management system and instrumentation.

5.10.13.2.2: The use of telemetry is forbidden, unless provided and installed by TV for broadcast purposes.

5.10.13.2.3: The crew may not download data from the car until released from Parc Ferme. Data may not be downloaded on pit lane.

5.10.14: VIDEO

5.10.14.1: Drivers are required to carry a minimum of one on-board camera during race events for use by the Series for Webcasts and by the Chief Steward in the event of a controversial on-track incident. Team Managers are required to provide the SD card or memory chip to the Registrar within 30 minutes following the final race of the event. The Chief Steward may at any time during the event require that memory cards of specific cars be provided temporarily to the

Chief Steward for review. Failure to provide said cards or consistently blank cards may result in a fine. Memory cards will be returned to each team after post production of each webcast.

5.10.14.2: The primary camera shall be pointed forward, in a position that allows it to record the track ahead of the car. The camera shall record objects at heights ranging from 22 inches to 52 inches, 60 inches from the front of the car.

Series officials may have a monitor and measuring equipment available to check the positioning of cameras.

Cameras must be mounted such that they do not vibrate excessively while the car is on track. Cameras must be mounted right side up, such that the recording is not upside down or sideways. All cameras and recording units must be mounted rigidly to the car such that they will withstand a 25-G deceleration.

5.10.14.3: The video provided to series officials must record the movement of the vehicle's steering wheel. This must be accomplished in one of two ways. The primary camera may be positioned such that it records the steering wheel. Alternatively a secondary camera may be used which records the steering wheel, in which case the primary camera is not required to record the steering wheel.

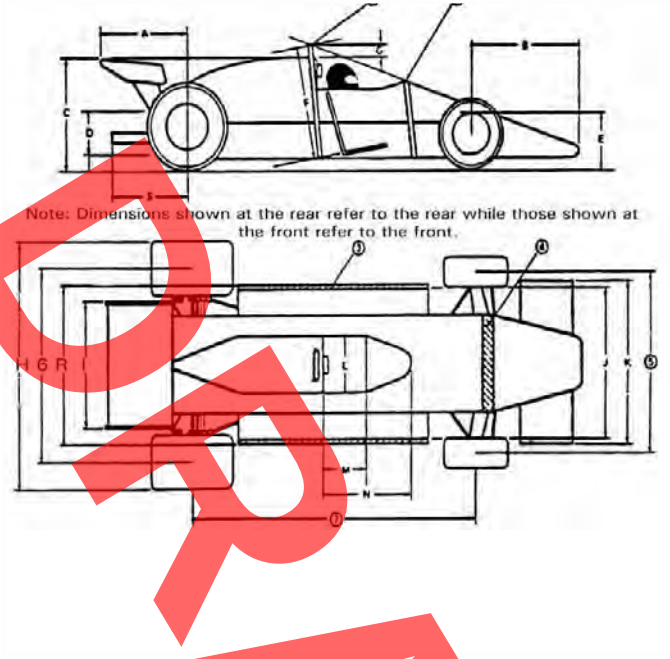
5.10.15: TRANSPONDERS

5.10.15.1: Each entrant's car must be equipped with an AMB Transponder per Article 1.15. It is strongly recommended that it be the hard wired type. The Series will NOT have transponders available for rent. It is the entrant's responsibility to ensure the car entered has a functioning transponder and the transponder number is correct and on file with the Series

ARTICLE 5.11: F1000 DIMENSIONS TABLE

	DIMENSION MEASUREMENT	cm
A	Maximum rear overhang from rear wheel axis	80
B	Maximum front overhang from front wheel axis	100
C	Maximum height measured from the ground	90
D	Exhaust height measured from the ground	20-60
E	Maximum height of any aerodynamic device	Rim height
H	Maximum width of entire car	185
I	Maximum rear aerofoil width (includes endplates)	95
J	Maximum width of body and lower surface of the car behind the front wheels and in front of the rear wheels	150
K	Maximum width of any bodywork in front of the front wheel center line (includes wing and endplates)	135
L	Minimum cockpit bodywork opening	45
M	Minimum cockpit parallel opening length	30
N	Minimum cockpit overall opening length	60
O	Maximum exhaust length from rear wheel axis	80
P	Minimum wheelbase	200
Q	Minimum track	120
R	Maximum width of any bodywork rear of the rear wheel centerline (includes diffuser and rear airfoil) must be no wider than the inside of the rear tires	95

Note: Maximum height is measured with the driver aboard. The safety roll bar/roll cage and engine air box are not included in the maximum height restriction (dimension C).



ARTICLE 6: DODGE VIPER CUP

ARTICLE 6.1: PURPOSE AND INTENT

The Pro Dodge Viper SRT-10 ACR-X that will compete in the "Dodge Viper Cup Series" is a one-design, fixed specifications, two seater coupe, front engine 8.4 L V-10, rear wheel drive, 6 speed manual transmission. The car is sold through Dodge Viper Headquarters (888 960 3333). All replacement parts are supplied through Dodge Viper Headquarters and shall be the only official replacement part supplier for the Viper SRT-10 ACR-X spec racer competing in the Dodge Viper Cup Series except as permitted in Article 6.10.

6.1.1: The Viper Cup Series is a racing series operated by the North America Road Racing Association (NARRA). SCCA Pro Racing has exclusive rights to administer all vehicle technical compliances and will strive to ensure an equal technical level for all vehicles throughout the season in order to highlight the drivers' potential.

6.1.2: These vehicles will be raced in compliance with the current SCCA Pro Racing Regulations (PRR). Vehicle modifications will be limited to those AUTHORIZED MODIFICATIONS listed in Article 6.10.

6.1.3: The PRR is a PERMISSIVE document. Unless a particular modification, or part, is approved in either the PRR, or a Technical Bulletin, the vehicle and all of its relevant parts and assemblies shall be as supplied by Dodge Viper Headquarters for the Viper Cup Racing Series.

6.1.4: SCCA Pro Racing reserves the right to make any necessary amendments to the current PRR, as well as any supplementary regulations, at any time in coordination with Dodge Viper Headquarters. Dodge Viper Headquarters reserves the right to make any necessary amendments to the Dodge Viper Cup Series Article 6 in the current PRR, as well as any supplementary regulations, at any time in coordination with SCCA Pro Racing.

6.1.5: Dodge Viper Headquarters and SCCA Pro Racing's contact in all matters arising in connection with the Viper Cup Racing Series will be with the drivers.

ARTICLE 6.2: POINTS AND AWARDS

6.2.1: Points towards the Viper Cup Race Series are awarded in each event depending on a driver's finishing position.

6.2.2: In the races the following number of points will be awarded:

Position:	**1**	**2**	**3**	**4**	**5**	**6**	**7**
Points:	60	48	40	34	32	30	28
Position:	**8**	**9**	**10**	**11**	**12**	**13**	**14**
Points:	26	24	22	20	18	16	14
Position:	**15**	**16**	**17**	**18**	**19**	**20**	
Points:	12	10	8	6	4	2	

Starters are eligible to earn points after covering at least 75% of the winner's distance.

6.2.3: Points will be awarded to qualifiers as follows:

Position:	**1**	**2**	**3**	**4**	**5**
Points:	10	8	6	4	2

6.2.4: The points will be awarded only after the technical staff has completed the post-session vehicle inspections pursuant to the PRR and the CHIEF STEWARD of the event has given his clearance.

6.2.5: All results shall count towards the year-end standings. None of the results will be discarded.

6.2.6: The greater number of first, second, etc. positions that an entrant scores in the course of the entire Viper Cup Racing Series events shall break a tie. If this is still not enough to break the tie, the better position in the last qualifying event will apply to break the tie.

6.2.7: Upon completion of the last race, the driver with the highest score in the Viper Cup Racing Series standings will receive the title of: Viper Cup Racing Series Champion.

ARTICLE 6.3: EXCLUSION

6.3.1: Violations of the current PRR, as well as unsportsmanlike conduct, including but not limited to unsportsmanlike driving, may result in denial/reduction of prize monies, exclusion from the race results, or exclusion from the Viper Cup Racing Series, depending on the severity of the violation.

6.3.2: The SCCA PRR shall have jurisdiction over all technical protests and appeals.

ARTICLE 6.4: GENERAL PROCEDURES

6.4.1: TEAM REPRESENTATIVE
Each team will designate one (1) person to act as the team representative. This spokesperson is the only person who can speak for the team OFFICIALLY, including filing scoring protests and making changes and additions to the team's credential list. If the team representative must be changed during the event, the Registrar, Chief of Timing and Scoring, TECHNICAL MANAGER, and CHIEF STEWARD must be notified.

6.4.2: EVENT REGISTRATION
Check the supplemental regulations for each event for exact registration location(s) and times.

6.4.3: RULES CHANGE REQUESTS
6.4.3.1: Requests for changes to the PRR must be made in writing using the PRR Change Request form available on the SCCA Pro Racing Website

ARTICLE 6.5: COMPETITION PROCEDURES

6.5.1: TIRE USE
6.5.1.1: Teams shall leave their tires used for qualifying, and/or the race, mounted on the car until the car has cleared the post-session technical inspections, or if the car is not required to go through a post-session technical inspection, released from pit lane by a staff member.

6.5.1.2: The TECHNICAL MANAGER will mark four (4) dry tires per car prior to qualifying. The TECHNICAL MANAGER will specify one, or more, periods of time on the schedule when all teams must have their tires laid out and prepared to be marked at their paddock. The technical staff will come around to the individual team paddock areas to mark each team's tires during the specified time(s). Once a team's tires have been marked they may be put away. Teams not being prepared to have their tires marked during the specified time may be penalized.

6.5.1.3: All cars shall start the race on the same set of marked dry tires that they qualified on, or on the set of dry tires the team had marked prior to qualifying if "rain" tires were used in the qualifying session.

6.5.1.4: Teams may change one tire without penalty after qualifying. No tire changes will be allowed after the published time for cars to leave the pre-grid area. After the start of the formation lap, cars may enter pit lane and change tires. These cars will be held at pit-out and released after the start of the race and after the field clears "pit-out". Tires may be changed as needed after the start of the race.

6.5.1.5: If a team changes more than one marked tire once the qualifying session begins, that car will lose all qualifying times and be moved to the back of the grid. If the team notifies the TECHNICAL MANAGER of this change in time to have the grid sheets corrected and reprinted

the car in question may start at the back of the grid. However, if a car shows up on the pre-grid with more than one unmarked tire without informing the TECHNICAL MANAGER of the change in time to correct and reprint the grid sheets, that car shall start the race from pit lane after the field clears pit-out.

6.5.2: RAIN TIRE USE

6.5.2.1: Any number of rain tires may be obtained from the official tire supplier provided the supplier has extra tires available. Rain tires must be used as provided by the official supplier.

6.5.2.2: The rain tires used shall be the same size tires as the mandated dry tires. Rain tires may not be mixed with dry tires.

6.5.2.3: When to use rain tires is the decision of the crew chief of each team. If the crew chief decides to use rain tires in qualifying, but not in the race, the car shall start the race on the set of four (4) dry tires that were marked prior to qualifying. If the crew chief decides to use the four (4) marked dry tires in qualifying, but not in the race, the car may start on any set of rain tires, new or used. If the crew chief decides to use rain tires in both qualifying and the race, any combination of rain tires, new or used, may be used.

6.5.3: ENGINE EXCHANGES OR CHANGES TO THE ENGINE

6.5.3.1: All exchanges of the engine, or changes to the engine that require the SCCA Pro Racing seal(s) to be removed, will require notification of the TECHNICAL MANAGER in writing at least 30 minutes prior to exchanging the engine, or removal of an SCCA Pro Racing seal. If an exchange of an engine, or its parts, occurs after qualifying, the car will lose its qualifying position and will be required to start the race at the back of the grid, regardless of reason for exchange/change. The seals may be broken and parts inspected under the supervision of an official. If more than one car is moved to the back of the starting grid, they will be gridded according to the ascending lap times of their qualifying time. Driver's changing cars (back-up car) after qualifying will be viewed as an engine exchange, since the engine will be different than that used for qualifying.

6.5.3.2: Teams may not adjust ride height, wings, or splitters during qualifying. See Article 6.9.6.4 for rules on changing weight during qualifying.

6.5.4: RADIOS

6.5.4.1: All cars are required to be equipped with two-way radios to facilitate information exchange between the driver and crew. The frequency used by the team must be noted on the team entry form. Any radio frequency used must not interfere with race control or other track emergency networks. All teams shall have a pit signal board available to signal their driver in case of radio failure.

6.5.5: LIGHT USE

6.5.5.1: In low visibility (e.g. sunset, rain) headlights and tail/rain lights shall be turned on.

6.5.5.2: In wet conditions, if a car produces a trail of water spray its tail/rain lights shall be turned on.

6.5.6: PRE-RACE TESTING

6.5.6.1: Unless otherwise provided by SCCA Pro Racing/NARRA, the race organizer/promoter/track is prohibited from permitting pre-race testing by any Viper Cup team during the seven (7) calendar days prior to the first day of official sessions that the team will be competing in. If the track is available for pre-race testing, only one day is allowed, and that test day must be the day before the SCCA Pro Racing/NARRA official sessions are scheduled to start. All entered teams must be permitted to participate. SCCA Pro Racing/NARRA is not responsible for running the promoter test days. However SCCA Pro Racing/NARRA will support any penalties levied by the promoter for misbehavior, and reserves the right to issue additional penalties if deemed necessary. It is the team's responsibility to determine the availability of the track for such testing.

6.5.6.2: Teams that participate in any on-track activity during the seven (7) calendar days prior to the first day of official sessions that the team will be competing in, not authorized in Article 7.5.6.1, will be subject to penalties

ARTICLE 6.6: VEHICLE ELIGIBILITY

6.6.1: Only the 2010 Dodge Viper ACR-X is eligible to compete in the Dodge Viper Cup Series.

6.6.2: It is intended that the cars competing in the Dodge Viper Cup Series be very similar in appearance and performance. Therefore, if an alternate part or modification is specified, it shall be used by all cars unless the OEM part is specifically allowed in lieu of the alternate part in the appropriate section.

6.6.3: No other modifications, or alterations from the original "as delivered" vehicle configuration will be permitted, except the REQUIRED SAFETY SPECIFICATIONS and AUTHORIZED MODIFICATIONS specifically listed in Article 6.10.

6.6.4: No permitted component/modification shall additionally perform a non-permitted, therefore prohibited function. Replacement parts shall be OEM only.

ARTICLE 6.7: SERIES IDENTIFICATION AND PRESENTATION

6.7.1: DECALS AND PATCHES

6.7.1.1: Cars must have decals applied as specified in the Required Decal Placement document available on the Series Website and at the series trailer.

6.7.1.2: Driver suits and team uniforms must have logos displayed as specified in the Required Patch Placement document available on the Series Website and at the series trailer.

6.7.2: VEHICLE APPEARANCE

6.7.2.1: All of a team's vehicles and equipment shall be neat and clean in appearance. This includes cars, pit carts, scooters, and transporters. Any modifications to a car shall be done in a way that maintains this requirement.

6.7.2.2: The series reserves the right to prohibit a car from racing due to its appearance, including damage sustained from an on track incident at the current event.

6.7.2.3: The paint scheme on cars is unrestricted provided that it is appropriate and the contrast with the required decals is adequate. Unfinished cars or unpainted cars will not be allowed (no primer cars).

ARTICLE 6.8: SAFETY

Vehicles must pass a technical inspection as specified in Appendix B.

6.8.1: CHASSIS

6.8.1.1: The roll cage may not be modified in anyway. No additional tubes are permitted to be added, unless permitted within this section.

6.8.1.2: All cars come with one (1) front and one (1) rear permanently installed towing eyes/straps/cables. The competitor is responsible for keeping them in good condition.

6.8.1.3: All safety decals, Fire Extinguisher, Master Switch, Tow Hooks etc. shall be in place.

6.8.2: COCKPIT

6.8.2.1: An on-board fire extinguishing system must be installed per Appendix C.

If a replacement system is installed for any reason the replacement system must meet the same bottle weight and number of nozzles as the original system delivered from Dodge.

6.8.2.2: A driver restraint system must be installed per Appendix G.

6.8.2.3: Window and Right Side Nets must be installed per Appendix H.

6.8.2.3.1: All cars must run the factory equipped window nets at all times. A ribbon style net covering the same area that meets SCCA Specifications and utilizing the same mounting rod and mounting points may be used. Window net substitutions must be approved and inspected by Technical Manager prior to use.

6.8.2.4: The seat may not be substituted unless you have expressed written permission from the series Technical Manager and Dodge Viper Headquarters.

6.8.2.4.1: A passenger seat may be in place. However, no weight compensations will be given if installed. All cars must meet min. weight requirements.

6.8.2.5: The two (2) OE external mirrors for the correct vehicle make and model (left and right) are required, and must be mounted in stock location and must be positioned so that the driver can see objects along both sides of the vehicle. The OE interior rearview mirror, or an aftermarket rearview mirror, shall be used.

6.8.2.6: It is highly recommended that all cars have a supplemental support installed for the driver's left leg. The support and any padding shall be mounted laterally so that it is flush with the thigh support of the seat. The support shall run from the edge of the seat straight forward to just above the driver's ankle. The leg support must be mounted rigidly, especially where it meets the seat. All installations are subject to the Technical Managers approval.

6.8.2.7: It is highly recommended that all cars have a aluminum trim panel mounted to the inside of the door bars to prevent the driver's arm from possibly getting caught in between the upper and lower door bars in case of an accident. The panel may also close-out the top gap between the inner and outer door bars. All installations are subject to the Technical Managers approval.

6.8.3: BODY

6.8.3.1: Interior and exterior door handles are required to remain operable.

6.8.3.2: On the driver door only, teams may install a secondary manual pull cable release for the use of opening the driver door from outside the vehicle when the electrical locks are not active. The cable release must consist of a simple cable loop or pull knob exposed at the top of the door, just forward or aft of the existing external door handle and be clearly marked as an exit pull. The door may only be modified to accommodate a maximum of 0.25" diameter hole to allow the pull cable to pass through the exterior surface. Teams may disconnect, remove, or modify the factory installed cable that routes to the key operated lock (located at the front of the door). Teams may not remove or make any modifications to the existing door locks, mechanisms, handles, or secondary key solenoid. Electric door mechanisms must remain active. Teams may not make any other modifications to the door panel and may not change the exterior surface or appearance of the door except the hole described above to accommodate the pull cable. The installation of alternative latches or handles is prohibited

6.8.3.3: Door locks are disabled at the factory and must remain disabled.

6.8.3.4: All three of the brake lights shall be in working order.

6.8.3.5: The headlights and tail lights shall remain in working order. The headlights and taillights/brake lights may not be taped except with clear tape.

6.8.4: DRIVETRAIN

6.8.4.1: It is highly recommended that all cars shall use an SCCA Pro Racing approved form of clutch/flywheel scatter protection listed in Appendix E.

6.8.5: SUSPENSION AND STEERING

6.8.5.1: Steering lock mechanisms shall remain disabled as delivered from Dodge Viper Headquarters.

6.8.6: BRAKES

7.8.6.1: Pressurized brake fluid lines must be metal, metal shielded, or bulkheaded.

6.8.7: ELECTRICAL

6.8.7.1: All cars must use a cut-off switch meeting the requirements set forth in Appendix D or as delivered from Dodge Viper Headquarters.

6.8.7.2: Batteries See Article 6.10.10.1

6.8.8: WHEELS

6.8.8.1: Wheel studs may be longer. Wheel studs cannot extend beyond the inside edge of the wheel rim.

6.8.9: DRIVER SAFETY EQUIPMENT

6.8.9.1: Driver Safety Equipment is required per Appendix L.

ARTICLE 6.9: COMPETITION CONFIGURATION

6.9.1: TRANSPONDERS

6.9.1.1: Vehicles must be equipped with a transponder per Article 1.15.

6.9.1.2: Cars competing in the Dodge Viper Cup shall have their transponders mounted a maximum of 61cm (2ft) above the track surface and forward of the rearmost diameter of the front tire. Note: the closer to the track surface a transponder is mounted the more consistent the signal will be.

6.9.1.3: Once a transponder is installed in a vehicle chassis, it shall remain with that vehicle chassis for the remainder of the season.

6.9.1.4: Any cars using a hard-wired transponder shall wire it into the master electrical switch, with no other switches inline.

6.9.2: TIRES

6.9.2.1: Dry Tires: Front: Michelin 27/65-18 S9B

Rear: Michelin 31/71-19 S9A

6.9.2.2: Wet tires: Front: Michelin 27/65-18 P2C

Rear: Michelin 31/71-19 P2E

6.9.2.3: Any number of rain tires may be obtained from the official tire supplier, provided the supplier has extra tires available. Rain tires must be used as provided by the official supplier. Wet tires must be run in the designated location on the vehicle. You are not allowed to run a front tire on the rear or vice versa.

6.9.2.3.1: All though the Michelin supplied rain tires are the same size, they are slightly smaller in diameter than the Michelin dry tires. The vehicle ride height will be 3/16 inch lower when wet tires are used. See Article 6.10.1.2

6.9.2.4: All dry tires used in the Dodge Viper Cup official series event qualifying and race must be purchased from the official Michelin Race Tire Distributor at the track. A minimum of two (2) front and two rear (2) tires must be purchased for each car for every event venue and the set of tires used for qualifying and the race must be purchased at that event venue. Tires damaged in qualifying may be replaced with tires purchased and marked at the track, from the official Michelin Race Tire Distributor.

6.9.2.5: Tires must be used unmodified, as supplied by the official Michelin Race Tire Distributor. Filing, buffing, or any other disguising of tire sidewall is prohibited. The use of tire warmers, chemical treatments, or any means to artificially enhance tire performance is prohibited. Mechanical shaving of any tires is prohibited.

6.9.3: FUEL

6.9.3.1: If an official series fuel is selected, it will be communicated in event specific participant bulletins. If no such bulletin is published, fuel will be unrestricted for the event.

6.9.3.2: The use of any gasoline other than the specified Series fuel is strictly forbidden. Additives are not allowed. Any violation of this section may result in disqualification, loss of all points and money earned at that event, and a fine of up to $10,000.00.

6.9.4: DATA AQUISITION

6.9.4.1: Data Acquisition is not allowed, with the exception of internally generated channels provided within the approved video system. Additional external sensors are prohibited with the exception of transmission and differential temperature sensors.

6.9.4.2: Lap timers and lap timer displays broadcast from the approved video system are allowed, provided they provide no additional data acquisition abilities. Transponder based lap timers are allowed.

6.9.4.3: Tire Pressure Monitoring Systems may be used, provided they provide no other function than to transmit tire pressure/temperature for driver display. See PRR 6.10.11.5.

6.9.5: VIDEO

In car video must be provided to series officials from every car, recording any time the car is on track in an official session.

It is the teams responsibility to ensure that the in car camera system functions properly.

6.9.5.1: All vehicles must have a Race-Keeper camera. Contact the Technical Department before ordering a camera to ensure the correct system is ordered.

6.9.5.2: Teams shall provide the series officials with two (2) memory cards for use. The memory cards shall be at least 16GB capacity and 133X speed. Teams will own their own memory cards, but the series will maintain possession of the two memory cards during the season.

6.9.5.3: At the beginning of an event the series officials will provide teams with one blank memory card for their cars. During any official session, each car must have the correct memory card installed. The car must be recording onto the card any time the car is on track. All official sessions must be recorded on one memory card. Series officials may view the video at anytime during the event. The memory card must be dropped off at the series transporter within 60 minutes of the end of the race.

Teams may copy the contents of the memory card during this 60 minute period, but shall not alter the contents of the card in any way.

6.9.5.4: The primary camera shall be pointed forward, in a position that allows it to record the track ahead of the car. The camera shall record objects at heights ranging from 22 inches to 52 inches, 60 inches from the front of the car.

Cameras must be mounted such that they do not vibrate excessively while the car is on track.

Cameras must be mounted right side up, such that the recording is not upside down or sideways. All cameras and recording units must be mounted rigidly to the car such that they will withstand a sustained 25-G deceleration.

6.9.5.5: The video provided to series officials must record the movement of the vehicle's steering wheel. This must be accomplished in one of two ways. The primary camera may be positioned such that it records the steering wheel, in addition to meeting the requirements in Article 6.9.5.4. Alternatively a secondary camera may be used which records the steering wheel, in which case the primary camera is not required to record the steering wheel.

6.9.6: WEIGHT

6.9.6.1: Minimum Base Weight is 3480lbs with driver, all gear, and without fuel. Rear weight distribution must be less than 52.0% (or a maximum of 51.9%) in this condition. Those cars that are heavier than the minimum weight can increase their rear weight distribution 0.1% for every 10lbs that they are overweight. So for instance a car that is 30lbs overweight would need to meet a maximum of 52.2% rear

weight distribution. This rule does not apply to vehicles with rewards weight, which must maintain the required 51.9% maximum rear weight distribution requirement

6.9.6.2: Each Car/Driver Combination will have a Minimum Race Weight, which is calculated as follows:

Minimum Race Weight = Base Weight + REWARDS Weight – Team Compensation Weight +/- Weight Exceptions

Minimum Race Weights for each Car/Driver Combination will be available at the SCCA Pro Racing trailer at each event.

6.9.6.3: Ballast not associated with the REWARDS system may be mounted anywhere within the confines of the bodywork, or on the underside of the car. Ballast shall be 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. Upon request, any race team must provide the locations and weight of ballast installed to the technical staff. Teams are reminded to record ballast weights during installation to satisfy this requirement when requested.

6.9.6.4: Adding to the car during qualifying, or the race, of any solid material whatsoever, or the replacement during practice, qualifying, or race sessions of any part of the car with another which is materially heavier, or lighter, is forbidden.

6.9.6.5: Race Weight is with the driver. The driver should be present, but a team member of similar weight may be used as a substitute if the driver is occupied with interviews, podium ceremonies, etc. While a vehicle is being weighed for the purpose of determining the vehicle weight distribution, the driver shall sit normally in the seat as he does while on track. Leaning forward in the seat, etc. is not permitted.

6.9.6.6: An official driver weight, with driving equipment on, will be taken and kept on file so that each car can be weighed without the driver by using a surrogate. However, if the weight of the car is within +/- 5 lbs of the minimum weight, the actual driver must get into the car with his driving gear to get a more accurate weight. A car/driver may be penalized if the driver is needed to get an accurate weight, but he has left the track prior to his car being weighed.

6.9.6.7: The following list of Professional Racing Series will be referenced:

American Le Mans Series, ASA stock car racing, Australian PROCAR, Australian V8, British GT Championship, British Touring Car, Can-Am, CASCAR, Danish Touring Car, FIA European Touring Car Championship, FIA GT, FIA Sportscar Championship, FIA Touring Cars, Formula 3000, Formula Nippon, Formula One World Championship, Formula Palmer Audi, German Touring Car, Grand-American Cup, Grand-American Endurance Championship, Grand-Am Rolex Sports Car Series, IMSA Lights, Indy Racing League, IPOWERacing Dash, JGTC, Koni Challenge, Le Mans Endurance Series, NASCAR Sprint Cup, Nationwide, Truck, Elite Division, Touring, Porsche GT-3 Cup, Porsche Supercup, Trans-Am Series, USAC Midget, Sprint Cars, Silver Crown.

6.9.7: DRIVER REWARDS SYSTEM

6.9.7.1: Rewarding of Equalizing Weight Assigned to Reduce Driver Sensitivity (hereafter referred to as REWARDS) is a system which is intended to provide closer on-track racing competition within the individual classes of the DODGE VIPER CUP Series. It is based on adding/removing weight to/from the individual car and driver combination according to actual finishing position in each DODGE VIPER CUP Series event.

6.9.7.2: The total REWARDS weight assigned to any driver based on previous race finishes may not exceed 200 lbs. REWARDS weight will be subtracted per the schedule until the REWARDS weight equals ZERO (0).

6.9.7.3: A weight change will be effective for the next Dodge Viper Cup Series race event in which the driver competes within the same class.

Driver weight assignments per the REWARDS system will be recalculated and published after each Dodge Viper Cup Series Race.

6.9.7.4: Driver's REWARDS weight (in lbs.) will be added or removed based on the following schedule:

1st	2nd	3rd	4th-5th	6th	7th+
+50	+30	+10	0	-10	-30

6.9.7.5: REWARDS weight must be located in the passenger's footwell/seat area, and allow the installation of seals by the technical inspectors. The REWARDS weight must serve no other purpose or function. The full amount of REWARDS weight shall be in place, if required, even if the vehicle is above the Base Weight.

Additional ballast weight may be placed in the same location as any required REWARDS weight. However, any ballast placed in same location as REWARDS weight must be capable of being weighed separately from the REWARDS weight.

6.9.7.6: Following the third round, any driver entering their first race of the season in that class shall carry REWARDS Weight equal to the highest amount carried in that class at that race. At subsequent races, the driver will add to, or subtract from, the weight he is required to carry under the normal rules governing REWARDS Weight.

Rookies, as defined by the PRR, as well as any driver (rookie or otherwise) who has not won a race in any Professional Racing Series listed in Article 6.9.6.7 in the five seasons preceding the current season, shall be exempt from this rule.

SCCA Pro Racing may waive the addition of weight for a driver entering his first race of the season after the first three races when it is deemed that having that driver compete in a DODGE VIPER CUP Series is beneficial to the series.

6.9.8: TEAM COMPENSATION SYSTEM

6.9.8.1: Eligible Car/Driver Combinations will be assigned Team Compensation Weight at the first event entered in a season as follows:

6.9.8.1.1: If the Car/Driver Combination finished the previous season with a Team Compensation Weight assigned, that weight will be assigned as the Team Compensation Weight.

6.9.8.1.2: If the Car/Driver Combination finished the previous season without a Team Compensation Weight assigned, then 0 lbs will be assigned as the Team Compensation Weight. (No compensations weight for the 2011 season.)

6.9.8.2: If an Eligible Car/Driver Combination qualifies outside the top 8 of the qualifiers and finishes outside the top 8 of the finishers at an event, then its Team Compensation Weight will be increased by 40 lbs, to a maximum of 80 lbs.

6.9.8.3: If an Eligible Car/Driver Combination qualifies within the top 50 percent of the qualifiers or finishes within the top 50 percent of the finishers at an event, then the Team Compensation Weight will be decreased by 40 lbs, to a minimum of 0 lbs.

6.9.8.4: If an Eligible Car/Driver Combination does not enter an event, or does not meet the criteria in either Article 7.9.8.2 or Article 7.9.8.3, then the Team Compensation Weight will remain unchanged.

6.9.8.5: If a Driver in a Car/Driver Combination has won a race in any of the Professional Racing Series listed in Article 7.9.6.7 in the five seasons preceding the current season, or has been required to carry REWARDS weight during the current or preceding season, then that Car/Driver Combination is not eligible for Team Compensation Weight and none will be assigned.

6.9.9: SERVICE PARTS

6.9.9.1: Upon request, all competitors must be able to produce factory invoices for installed replacement parts. If a team is unable to provide, they may be disqualified at the discretion of the Technical

Manager.

6.9.10: TECHNICAL INFORMATION

6.9.10.1: Competitors are required to have the 2010 ZB Factory Service Manual and Parts Catalog, or approved alternate, for the year, make, and model of their vehicle in their possession at each event, along with a way to view the information if it is on microfiche, cd, etc. Additionally, all teams shall have a copy of the current PRR. It is the responsibility of all teams to obtain these items from the Series Website, or TECHNICAL MANAGER.

ARTICLE 6.10: AUTHORIZED MODIFICATIONS

6.10.1 CHASSIS

6.10.1.1: Minimum ride height is as follows: Front splitter height: Min of 3.0" from the nose of the splitter to the front tires. Center of vehicle height: Min of 3.75" between the front and rear factory jacking pads. Please make a note that belly pan fasteners may not be changed from the factory equipped bolts.

Any damaged our ground bolts must be replaced. In essence – the car must pass center ride height check and clear all bolt heads between the jacking pads. The jacking pads themselves may hang below the 3.75" min clearance only.

6.10.1.2: Vehicles must pass ride height and splitter angle requirements with Maximum of 30 psi air pressure in the tires. The driver or a team member of similar weight must be in the vehicle. When rain tires are used there will be a 3/16 plate placed under the scale pads to compensate for the smaller diameter of the rain tires. See Article 6.9.2.3.1

6.10.1.3: Max rear wt. distribution is 51.9% Max. See Article 6.9.6.1 if car is over min weight and rear weight distribution exceeds 51.9%.

6.10.1.4: Side sill fasteners may be replaced with any bolt or rivet provided that the side sill itself is not modified (the sill panel may not be countersunk). Additionally, threaded inserts or rivnuts may be installed in the frame sill to accommodate the side sill fasteners.

6.10.1.5: Belly pan fasteners may NOT be replaced and must clear minimum ride height requirements at all times.

6.10.1.6: The belly pan leading edge "kick-down" that is intended to direct air over the transmission for cooling does not need to meet minimum ride height requirements. It may not be modified or extended from its OE form.

6.10.2: COCKPIT

6.10.2.1: Shall be raced as delivered from Viper Race HQ

6.10.2.2: Temperature gauge monitoring of the engine, transmission, and differential is allowed.

6.10.2.3: Use of cool suits by drivers is authorized providing the water tank is securely mounted. The car must meet minimum weight with the water tank installed as it comes off the race track. *The cool suit system may be mounted in the trunk. The mounting system must be such to survive a rear impact.*

6.10.3: BODY

6.10.3.1: Standard body appearance must be strictly maintained.

6.10.3.2: Quick fasteners (1/4 turn or dzus) may be installed in panels that require frequent removal, such as the battery cover, fuel cell cover, etc.

6.10.3.3: Hood Pins may be added, but only as an additional safety device. The factory hood latching mechanism must stay in place and remain operational.

6.10.3.4: Factory jacking points must be kept. These are angle iron welded to the frame on All ACRX's. Air jacks are not allowed.

6.10.3.5: Side windows are not permitted except as stated in Article 6.10.3.9 – the Viper ACR-X is not OE equipped with side windows.

6.10.3.6: Windshield may be replaced with 6mm (1/4") minimum

thickness Lexan, mounted in the stock location, at the stock angle and maintaining the stock profile. If using Lexan, the windshield must be clear and untinted. Three (3) metal safety clips (75mm x 25mm x 3mm) shall be bolted, or riveted, to the body at the top of the Lexan windshield. Two (2) clips (same dimensions as above) shall be bolted or riveted to the cowl and extend over the bottom edge of the Lexan windshield. Clips must be spaced at least three hundred millimeters 300mm (11.8") apart. The perimeter of the Lexan windshield shall look identical to the factory glass installation. The border must be painted to mimic the factory appearance and hide any windshield surround adhesive or RTV. The Lexan windshield must be installed with the factory (or cosmetically equivalent) perimeter molding ("piping"). Teams electing to install a Lexan windshield must declare this to the technical manager prior to competition and are required to increase their base weight by +10lbs, to compensate for any advantages gained by CG height reduction or ballast improvements.

6.10.3.7: Windshield tear-offs may be used.

6.10.3.8: Windshield Tabs may be used to facilitate changing the windshield if installed as follows: Three (3) metal safety clips (75mm x 25mm x 3mm) shall be bolted, or riveted, to the body at the top of the windshield. Two (2) clips (same dimensions as above) shall be bolted or riveted to the cowl and extend over the bottom edge of the windshield. Clips must be spaced at least three hundred millimeters 300mm (11.8") apart.

6.10.3.9: If used in conjunction with rain tires, the front window openings may be partially, or wholly, closed off with clear Lexan, or equivalent, to minimize the amount of water entering the car. If during the course of an on-track session, the track begins to dry and a team installs dry tires, the window need not be removed.

6.10.3.10: Wiper blades are unrestricted.

6.10.3.11: Rear inner fender liners may be relocated with additional fasteners to minimize rear tire rub.

6.10.3.12: Heat shielding may be added, provided it has no purpose other than heat protection.

6.10.3.13: Battery covers may be replaced and material is free to accommodate quick release fasteners. The size and shape must closely duplicate the OE cover.

6.10.3.14: Factory fog lamp covers must be run at all times. Covers may not be removed or used for additional cooling. OE fog lamp covers may be replaced with flat AL plates supplied through Viper Race HQ and must be painted black.

6.10.4: AERODYNAMICS

6.10.4.1: Wing

6.10.4.1.1: The wing may be positioned in any of the factory provided locations. No changes to stanchions, wing height, gurney or end plates are allowed.

6.10.4.1.2: Wing stanchion bolts may be replaced with quick release pins.

6.10.4.2: Dive Planes

6.10.4.2.1: Both upper and lower dive planes must remain on vehicle at all times and will not be relocated or repositioned in any way.

6.10.4.3: Front Splitter

6.10.4.3.1: The front splitter must remain OE and may not be modified in any form. The front splitter may not extend more than 2.5" past the approved bodywork as viewed from above for the entire profile of the front fascia. The splitter shall be mounted flat, +/- 2-degrees, in relationship to the official scales. The splitter shall have no vertical deviations, fences, etc., except those already provided by the OE brake ducts. The splitter length may not be extended from the OE dimensions. The splitter may be mounted to the front fascia

via a vertical intermediate mounting surface. Only the two (2) adjustable OE cables may be used to support the front of the splitter. No other material(s) may be used external to the body to support the splitter. For repair purposed only, vertical pieces running from the back corners of the splitter up into the wheel well are permitted to support the rear corners of the splitter, but these vertical pieces may only duplicate the OE outline and may not protrude laterally outside of the wheel wells. The use of aluminum tape or thin aluminum may be used to patch cracks or holes in the bottom splitter surface due to damage. This may not perform any function except that of a temporary repair and the original splitter surfaces and tunnels may not be altered in any way. Any temporary splitter repairs must still meet the minimum height and angle requirements.

6.10.4.3.2: Splitter wear strips must be in place at all times. No use of alternate materials allowed. All wear strips must be purchased from Viper Race HQ.

6.10.5: ENGINE

6.10.5.1: Only engines sealed by Dodge Motorsports are allowed for competition. Competitor Rebuilds are not allowed. New units must be purchased through Viper Race HQ. Engine rebuilds will only be allowed by Viper Race HQ and re-sealed by Dodge Motorsports only. Teams may inspect engines at the track, if they believe there is an engine issue, but only under SCCA Pro Racing supervision at all times. SCCA Pro may re-seal the engine at their discretion. Factory seals are required for competition - however, SCCA Pro may require tear-downs in addition at their discretion.

Note: If an exchange of an engine, or its parts, occurs after qualifying the car will lose its qualifying position and will be required to start the race at the back of the grid, regardless of reason for exchange/change. See Article 7.5.3

6.10.5.2: Induction System

7.10.5.2.1: Air filter elements are unrestricted.

6.10.5.3: Ignition System

6.10.5.3.1: Spark plugs, ignition coils must remain OE or as listed in the ACR-X Service Supplement. A lower heat range plug will be listed in the Service Supplement.

6.10.5.4: Fuel Injection

6.10.5.4.1: No modifications to the OE Fuel Injection system is allowed

6.10.5.5: Fuel Test Port and Fuel Pump Out Port

6.10.5.5.1: A factory pump-out port is provided on the fuel cell and may be used with an off-the-car fuel pump to drain the tank. The installation of a fuel pump-out line with quick disconnect fitting is allowed. The additional port must be located outside of the body work.

6.10.5.6: Oiling system

6.10.5.6.1: Engine oil and filters are unrestricted

6.10.5.6.2: Oil is unrestricted, however lower grade or weight oils are not recommended.

6.10.5.6.3: Oil hoses and associated hardware must remain OE.

6.10.5.6.4: Engine hose clamps may be replaced with worm gear style clamps.

6.10.5.7: Cooling System

6.10.5.7.1: Glycol-based coolants are not permitted. Additionally, any other coolants that significantly reduce the friction properties of the racing surface beyond what plain water does are not permitted.

6.10.5.7.2: The gap between the bottom and sides of the radiator and the core support may be sealed with tape, silicon, foam, etc.

6.10.5.7.3: Radiator screen may be replaced by the team as needed, provided it performs the same function and does not influence the aerodynamics in anyway. Securing method may also be changed as needed.

6.10.5.7.4: The Arrow Racing upper radiator closeout panel is approved and may be installed, part number: ARR-1400-CP. As an alternative to the arrow racing upper radiator closeout panel, teams may construct their own upper radiator panel which meets the following requirements:

6.10.5.7.4.1: Must be made from either plastic or aluminum with a maximum material thickness of 0.125".

6.10.5.7.4.2: The panel must begin at or above the top surface of the inner bumper (where the OE radiator screen attaches) and not extend rear ward of the top surface of the radiator or outboard of the OE radiator end tanks.

6.10.5.7.4.3: The production hood latch mechanism must remain intact and operational.

6.10.5.7.4.4: The powersteering cooler and lines must not be modified or relocated.

6.10.5.7.4.5: The outboard ends of the panel may be bent downward to meet and seal with the OE side radiator duct work (aluminum panels). The bent ends must not extend lower than 1.0" below the top of the OE side radiator duct work. As an alternative to bending the ends of the upper radiator panel, teams may also install two additional side panels whose function is to extend the OE panels up to the surface of the upper radiator panel. These pieces also must not extend below 1.0" of the top of the OE side radiator duct and must end at the upper radiator panel created or end at the approved Arrow Racing panel listed previously. In addition, they may not extend outboard of the radiator end tanks.

6.10.5.7.4.6: The function of all closeout panels must only be to direct air into the radiator for purposes of cooling and sealing. Panel designs with the intent to influence aerodynamic downforce and drag are no allowed and will be subject to disqualification.

6.10.5.7.5: Thermostats are unrestricted. Teams may silver solder thermostats open as desired to prevent any possibility of malfunction.

6.10.5.7.6: Radiator pressure caps are unrestricted.

6.10.5.7.7: Radiator hose clamps are unrestricted and may be replaced.

6.10.5.7.8: Radiator hoses are unrestricted.

6.11.5.7.9: An alternate radiator is approved and must be purchased from Viper Race Headquarters (888.960.3333).

6.10.5.7.10: Fascia and brake duct openings may be closed as desired. The holes located in the underside of the hood that allow cooling air to travel into the air intake may be closed by either tape or aluminum panels.

6.10.5.7.11: Teams may use tape, foam, or silicon to seal the OE panels to the fascia and radiator. Foam may be used to seal any radiator panels to the inner surface of the hood.

6.10.5.7.12: A seal may be added between the hood and fascia to prevent air from escaping between the hood gap to fascia. The seal may not extend above the outer surface of the hood or fascia.

6.10.5.8: Other

6.10.5.8.1: Drive belts/belt must remain OE.

6.10.5.8.2: *Alternate Clutch and Flywheel*

The BBG Sportsman Competition Clutch and Flywheel, Part# BBG COMP VRL is approved for competition. This kit is specific for Dodge Viper Cup/ACR-X competition and built accordingly for technical

compliance. Teams electing to use this alternate clutch/flywheel must declare so to the technical director prior to competition. No variations of this system are allowed. The clutch, flywheel, and discs must be used as a package - no mixing of other components. The OE hydraulic release system must be used. Base weight as published in 7.9.6.1 must be increased by 60lbs with the use of this kit.

6.10.5.8.3: *OE Clutch and Flywheel*

Teams electing to use the OE Clutch and Flywheel will maintain the base weight as published in 7.9.6.1.

6.10.6: ENGINE MANAGEMENT, DRIVER AIDS, DATA ACQUISITION

6.10.6.1: Engine management

6.10.6.1.1: Only ACR-X factory engine controllers are allowed for competition.

6.10.6.2: Driver Aids

6.10.6.2.1: Electronic driver aids, including Traction Control, are not permitted, with the following exceptions:

6.10.6.2.1.1: Stock ABS system will be used.

6.10.6.3: Data Acquisition

6.10.6.3.1: Not allowed for official sessions or promoters test days prior to the scheduled race weekend event site except for the camera system which may be required by the race series for production.

6.10.6.3.2: Any data acquired during an official session must be saved for the duration of the event and provided to the TECHNICAL MANAGER upon request. Software required to view logged data, along with any additional information regarding the data acquisition system, must be provided to the TECHNICAL MANAGER upon request.

6.10.7: DRIVETRAIN

6.10.7.1: Transmission

6.10.7.1.1: Only, transmissions, sealed by Dodge Motorsports are allowed for competition. Team rebuilds are not allowed due to this. New units must be purchased through Viper Race HQ. Factory seals are required for competition - however, SCCA may require tear-downs in addition at their discretion. Transmission changes between qualify and race sessions will not result in a loss of grid position, as long as the Technical Manager is informed prior to the change and has inspected the replacement unit.

6.10.7.1.2: Trans Cooler

6.10.7.1.3: An optional transmission cooler system may be fitted. Only the one provided by Dodge Motorsports will be allowed for competition. This is an optional item only.

6.10.7.1.4: Transmission fluid is unrestricted, however lower grade or weight oils are not recommended.

6.10.7.2: Differential

6.10.7.2.1: Only differentials sealed by Dodge Motorsports are allowed for competition. Team rebuilds are not allowed. New units must be purchased through Viper Race HQ. Teams may inspect differentials at the track, if they believe there is an issue, but only under SCCA supervision at all times. SCCA may re-seal the differential at their discretion. Factory seals are required for competition - however, SCCA may require tear-downs in addition at their discretion. Differential changes between qualify and race sessions will not result in a loss of grid position, as long as the Technical Manager is informed prior to the change and has inspected the replacement unit.

6.10.7.2.2: Differential fluid is unrestricted, however lower grade or weight oils are not recommended.

6.10.7.2.3: Differential Coolers are factory installed and must be run at all times without modifications.

6.10.8: SUSPENSION AND STEERING

6.10.8.1: A Maximum of 3.0 deg camber is allowed. Those cars unable to reach front camber values of 3.0 deg will be allowed to slot their lower control arm frame mounts by a maximum of 3mm in an attempt to achieve this camber dimension.

6.10.8.2: Toe, Caster, Camber, Bump Steer are all unrestricted within the limits of the factory provided adjusters.

6.10.8.3: Camber shims (provided through Viper Race HQ) can be used and the factory lower cams eliminated. The use of alternate lower control arm bolts (i.e. double nut bolts) is allowed to speed alignment work.

6.10.8.4: An alternate spring kit is approved. These may be used in any combination with the factory springs. Only springs purchased and documented from Viper Race HQ will be allowed.

6.10.8.5: Hub bearings shall only be OE.

6.10.8.6: Dampers

6.10.8.6.1: Valving may not be changed. Charge pressure may not be adjusted.

6.10.8.6.2: Factory equipped jounce bumpers must be run at all times. No changes to either material or dimensions.

6.10.8.6.3: The front and rear dampers are equipped with black plastic discs below the OE jounce bumpers. There is 1 disc on the front damper and 3 on the rear damper. These discs act in combination with the jounce bumper to control suspension travel. These discs must remain in place at all times and cannot be removed or reduced in quantity or thickness.

6.10.8.7: Sway Bars

6.10.8.7.1: Material, thickness, diameters may not be changed. Hollow bars may not be used.

6.10.8.7.2: One front and or one rear sway bar link may be removed when wet tires are used. Removal or replacement of links may not be done on pit road during qualifying or the race.

6.10.8.8: A rear knuckle stiffener is approved and must be purchased from Viper Race Headquarters (888.960.3333).

6.10.9: BRAKES

6.10.9.1: Pads

6.10.9.1.1: Brake pad material is unrestricted. Front brake pad shape may be either 7780 (FMSI D968) or 7781 (FMSI D1001). Rear shape must be 7780 (FMSI D968) only.

6.10.9.1.2: Removal of anti-squeal springs is allowed and recommended.

6.10.9.1.3: Titanium backing plates are allowed on the brake pads.

6.10.9.1.4: Tone wheel bolts may be replaced with alternate bolts or staked.

6.10.9.2: Brake Cooling

6.10.9.2.1: Factory provided cooling may be enhanced with a water spray system. Water mist may be sprayed into the streams of cooling airflow ducted/directed towards the brakes, or onto the components of the brake system. The amount of water carried for injection into the brake duct is limited to two (2) gallons. Water-cooled calipers are forbidden.

6.10.9.3: Brake Fluid

6.10.9.3.1: Brake fluid is unrestricted

6.10.10: ELECTRICAL

6.10.10.1: Batteries may be replaced, provided the replacement is of similar size, weight and capacity and is mounted in the stock location.

Spill proof, dry cell or AGM batteries are required.

6.10.11: WHEELS

6.10.11.1: No modifications can be made to vendor supplied wheels.

6.10.11.2: Brake cooling wheel fans are not permitted.

6.10.11.3: Wheel spacers are not permitted.

6.10.11.4: Only factory "Side Winder" wheels are allowed. No exceptions. Colors may be changed.

6.10.11.5: *Tire Pressure Monitoring Systems (TPM) may be used, provided they provide no other function than to transmit tire pressure/temperature for driver display. Wheels may not be modified to accommodate TPM sensors. Sensors must mount in the existing tire valve stem hole.*

6.10.11.6: *Tire pressure relief valves are not allowed.*

APPENDICES

APPENDIX A: CARS ELIGIBLE TO COMPETE IN WORLD CHALLENGE

Check the World Challenge Series Website for updated Appendix A listings.

APPENDIX AB: CARS ELIGIBLE TO COMPETE IN TOURING CAR B

Check the World Challenge Series Website for updated Appendix AB listings.

APPENDIX B: GENERAL TECHNICAL & SAFETY INSPECTION

The areas covered in a technical inspection vary in each series, but the following points apply to, and should be checked for, all cars entered in a SCCA Pro Racing Series.

B.1: Eligibility for series and/or class.

B.2: The proper display of all required decals and patches.

B.3: Complete bodywork and tires appropriate for series.

B.4: Engine compartment shall be clean with no fluid leakage visible.

B.5: Intake and exhaust systems shall be in good condition and securely mounted.

B.6: Battery securely mounted and hot leads insulated.

B.7: Suspension, steering, and braking system in good condition, securely mounted, and without excessive free play.

B.8: Securely mounted driver's seat, including seat back, to the chassis and/or rollcage of the car.

B.9: Clear, un-tinted windows without obstructive damage, cracks, etc. Mounted in correct fashion.

B.10: Firewall, floor, bulkheads and enclosures provide appropriate protection, separation and prevent accumulation of fluids.

B.11: On board fire extinguisher system per Appendix C.

B.12: Master electrical cut-off switch in conformance with Appendix D.

B.13: Operating brake and rain lights (if req'd), and headlights (if req'd).

B.14: Scatter shield in conformance with Appendix E (if req'd).

B.15: Oil and coolant catch tanks per Appendix F (if req'd).

B.16: Window and right side nets in conformance with Appendix H (for production based cars).

B.17: Fuel cell in conformance with Appendix I (if req'd).

B.18: Driver restraint system in conformance with Appendix G.

B.19: Roll cage in conformance with Appendix J.

B.20: Drivers personal safety equipment should be checked at the time the car is inspected and should also be checked again periodically through the season.

B.21: Drivers shall be able to demonstrate their ability to get out of their car in a timely fashion. For formula cars and sports racers a timely fashion will be defined as seven (7) seconds. For production based cars a timely fashion will be defined as fifteen (15) seconds. Exit time will be tested with the driver buckled in, all of his driver's equipment on, all ancillary systems connected (radio, cool suit, etc.), Electrical system turned on, the steering wheel in place and the window net in place. When the inspector gives the signal, the driver will have to turn off the master electrical switch, touch the fire system actuator as if activating it, remove the steering wheel, undo the window net and/or harness, disconnect all ancillary systems, get out of the car, and must be standing with both feet on the ground in the specified time.

B.22: If the driver changes the car/chassis that he is driving after being checked for proper fitment in his primary car, the driver and crew chief are responsible for making sure the driver is checked for proper fitment in all additional cars that he drives that season.

B.23: Fuel sample port in conformance with Appendix M.

B.24: Towing Apparatus in conformance with series requirements.

APPENDIX C: FIRE EXTINGUISHING SYSTEMS

All cars must have an on-board fire extinguishing system. The bottle must be mounted so that it can be removed easily for verification of full charge by weighing. A nozzle outlet must be directed into the driver compartment, but must not be pointed directly at the driver. There shall also be a nozzle outlet in the fuel cell compartment and in the engine compartment. If the fuel cell compartment is under the car, or the stock fuel tank is being used, the third nozzle shall be pointed at the point where the fuel lines come into the cockpit. If no fuel lines enter the cockpit, the nozzle shall point at where the fuel/sender lines come off fuel tank, or fuel cell, or at the OE fuel tank access panel.

All fire systems shall be serviced and recertified by the manufacturer every two years. The proof of this service shall be printed on the exterior of the bottle. Only fire extinguisher systems specifically approved by SCCA Pro, those systems approved by the FIA on Technical List No.16, or those meeting SFI spec 17.1 will be permitted in new cars. Cars that have a previously approved fire extinguishing system installed may wait until it is time for their current extinguishing system to be serviced and recertified before changing over to one of the new systems.

C.1: APPROVED FIRE EXTINGUISHER SYSTEMS

- Those approved by the FIA on Technical List No.16
- Those systems having been certified to SFI spec 17.1

Note: while FIA technical list No.16 lists the systems approved by the FIA, section 3 of FIA Technical List No.6 lists the minimum amounts of extinguishant needed depending on the type of extinguisher system being used. As a minimum, teams shall use the minimum amount of extinguishant listed for the cockpit and engine of Category N, A, B cars.

C.2: INFORMATION THAT MUST BE VISIBLE ON THE CONTAINER

- Capacity
- Type of extinguishant
- Weight, or volume, of the extinguishant
- Date the extinguisher must be checked, which must be no more than two years after the date of filling, or the date of the last check.
- All systems must be equipped with a means of checking the pressure of the contents. This does not apply to non-pressurized systems with a Co2 propellant cartridge.

C.3: All extinguishers must be adequately protected and must be situated within the survival cell. In all cases, their mountings must be able to withstand a deceleration of 25 g. All extinguishing equipment must withstand fire.

C.4: Any triggering system having its own source of energy is permitted, provided it is possible to operate all extinguishers should the main electrical circuits of the car fail. The driver, when seated normally with the safety belts fastened, and the steering wheel in place, must be able to activate the fire system by means of a spark proof breaker switch, or a manual push/pull apparatus. This switch/apparatus must be located on the dashboard, or center console, and must be marked with a letter "E" in red, inside a white circle of a least 10 cm. diameter, with a red edge.

C.5: If the fire system activation switch used by the driver is located within 12" of one of the front door window openings a second fire system activation switch is not necessary. Otherwise, a second fire system activation switch/apparatus must be fitted for external access. It also must be marked with a letter "E" in red, inside a white circle of a least 10 cm.

diameter, with a red edge. The approved locations for the second switch are; along the A-pillar, along the B-pillar, or on the windshield cowl. The second fire system switch shall be located in close proximity to the second master electrical cut-off switch.

C.6: The system must work in any position, even when the car is inverted.

C.7: The nozzles shall be of the same number and type as those specified by the manufacturer for use with the type of extinguishant being used in the system. Additionally, the nozzles shall be in the locations specified by the manufacturer.

C.8: The firing safety pin(s) shall be removed before the vehicle leaves pre-grid.

APPENDIX D: MASTER ELECTRICAL CUT-OFF SWITCH

D.1: The driver, when seated normally with the safety belts fastened, and the steering wheel in place, must be able to cut off all the electrical circuits, except the circuit for the fire system, by means of a spark proof breaker switch. This switch must be located on the dashboard, or center console, and must be clearly marked by a symbol showing a red spark in a white edged blue triangle.

D.2: If the master electrical cut-off switch used by the driver is located within 12" of one of the front door window openings a second electrical cut-off switch is not necessary. Otherwise, a second cut-off switch must be fitted which must cut all electrical circuits (ignition, fuel pumps, alternator, lights, battery, etc., but not the fire extinguisher system). It also must be clearly marked by a spark symbol on a blue triangle. The approved locations for the second switch are; along the A-pillar, along the B-pillar, or on the windshield cowl. The second electrical cut-off switch shall be located in close proximity to the second switch/apparatus for the fire extinguishing system.

D.3: If the car is a formula car, or sports racer, the preferred location for a second cut-off switch is the right main roll bar tube at approximately driver's shoulder height.

D.4: Any exposed electrical contacts on the switch(s) shall be covered.

APPENDIX E: SCATTERSHIELD

A scattershield, or explosion-proof bell housing, is required on all cars where the failure of the clutch, and/or flywheel, could create a hazard to the driver, fuel system, steering system, or brake system. Scattershield material can be added to the fire wall and/or transmission tunnel. Minimum material specifications are:

- .125" SAE 4130 alloy steel plate
- .250" mild steel plate
- .250" aluminum alloy plate (not cast aluminum)
- SFI approved ballistic blanket or explosion-proof bell housing

APPENDIX F: OIL AND COOLANT CATCH TANKS

F.1: Engine vent, or breather lines, must empty into a translucent oil catch tank with a minimum capacity of one (1) quart.

F.2: Transmission, and/or differential, vents, or breather, lines shall be designed to avoid leakage.

F.3: The cooling system must be a closed system, or its overflow lines must run to a translucent one (1) quart minimum capacity catch tank.

F.4: The coolant system and oil systems must empty into individual one (1) quart catch tanks, or they may empty into a single catch tank having a capacity of two (2), or more, quarts.

F.5: These containers cannot be mounted in the driver/passenger compartment.

F.6: In lieu of translucent catch tanks, a sight tube may be used on the

side of the catch tanks.

APPENDIX G: DRIVER'S RESTRAINT SYSTEM

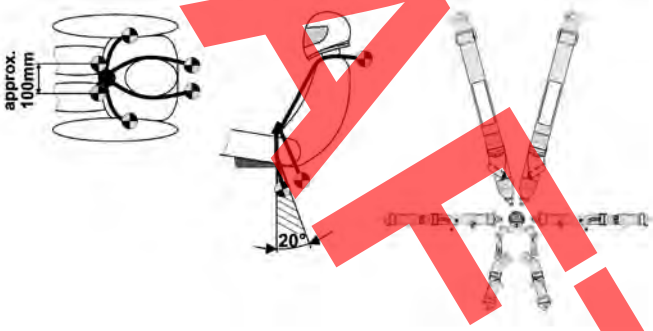
G.1: HARNESS BELTS

All drivers in SCCA Pro events must utilize either a six or seven point, restraint harness with a two inch or three inch lap belt meeting the following specifications at all times during practice, qualifying, and the race. There are three basic configurations of harness belts permitted. The primary difference in each type of harness is the configuration and mounting of the leg straps.

G.1.1: Standard Belt - Six point system for automobiles with an upright (to 30 degrees) seating position. See figure 1. A six-point system consists of a two-inch or three-inch lap belt, three-inch shoulder straps (two-inch allowed with HANS®), or two-inch shoulder straps with three-inch wide professional padding (padding NOT allowed with HANS®), and two approximately two-inch leg straps. The buckles for the lap and shoulder straps must be of metal-to-metal quick-release type at the locking mechanism (e.g. cam-lock).

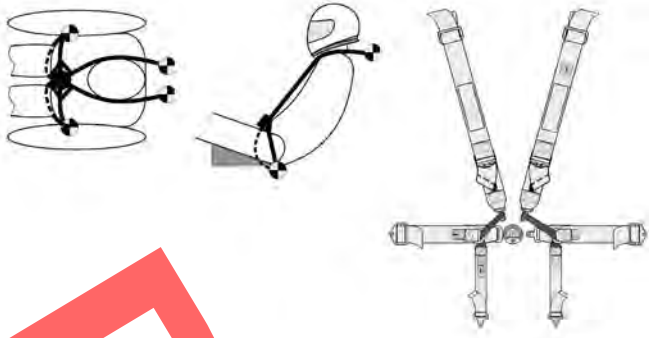
The dual leg straps have a single metal-to-metal connection to the locking mechanism and a separate mounting point to the floor or roll cage for each leg of the anti-submarine strap. Leg straps must pass through the sub-strap hole provided in the race seat located immediately in front of the crotch. Both leg straps go through the sub-strap hole. Locate the mounting points by following the plane of the shoulder belts as they pass over the chest extending the plane to intersect the floor and then measure a 20 degree angle rearward. This is the center point. Measure 2-3 inches left and right of the center to locate each mounting point for an eyebolt or direct bolt. If the legs are wrapped, the center point is the center of the webbing for each strap. A seventh point is not used in this configuration.

FIGURE 1



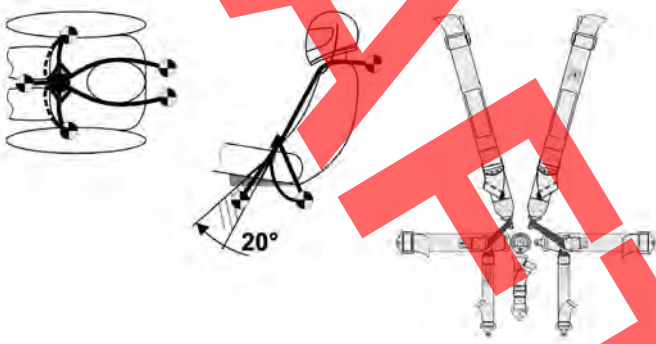
G.1.2: Formula Belt - Six or seven point system for automobiles with semi-reclined (recline of +30 degrees) seating position. See figures 2 and 3. Consists of a two-inch or three-inch lap belt, three-inch shoulder straps (two-inch allowed with HANS®), or two-inch shoulder straps with three-inch wide professional padding (padding NOT allowed with HANS®), and two, approximately two-inch, leg straps. The buckles for the lap and shoulder straps must be of metal-to-metal quick-release type at the locking mechanism (e.g. cam lock).

FIGURE 2



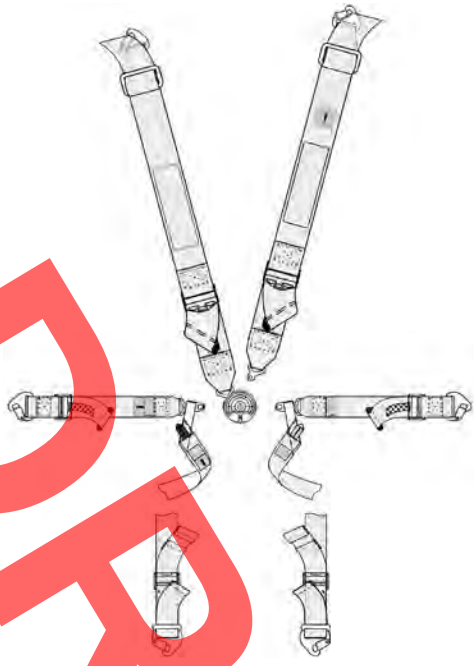
Each side lap belt and leg strap share a single (or immediately adjacent) mounting point located within the seat or seating tub or at a point with direct unencumbered routing. Each leg strap loops around the shoulder belt connector - passes down through a "D-Ring" on the lap belt - wraps around the thigh - and passes directly under the driver's bottom outwards to the same or an immediately adjacent location of the lap belt mounting point. The significant incline of the seat bottom combined with the weight of the driver sitting directly on the leg straps helps to load the lap belt thereby reducing "ride-up" of the lap belt when loaded. If used in an automobile with an upright seating position a seventh point is recommended. The purpose of the seventh point is to provide better and faster loading to the lap belt and to help minimize upward movement in the seat allowed by rearward mounted leg straps. Locate the mounting point by following the plane of the shoulder belts as they pass over the chest extending the plane to intersect the floor - this is the mounting point.

FIGURE 3



G.1.3: Hybrid Belt - Six or seven point system for automobiles with an upright OR semi-reclined seating position. See figure 4 for belt layout. Figure 1 shows upright/forward mounting. Figure 2 shows reclined/rearward mounting. Consists of a two-inch or three-inch lap belt, three-inch shoulder straps (two-inch allowed with HANS®), and two, approximately two-inch, leg straps.

FIGURE 4



In this configuration, the leg straps are looped around the lap belt connectors on either side of the locking mechanism. Anti-submarine straps can be mounted in either the Standard Belt mounting configuration or in the Formula Belt mounting configuration. If the Formula Belt mounting configuration is used, a seventh point can be added. Forward mounting position is recommended for upright seating positions.

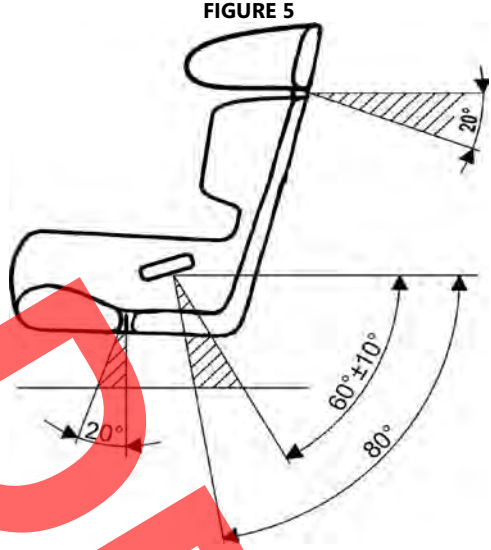
G.2: TWO INCH LAP BELTS

Two-inch lap belts are strongly recommended. Two inch lap belts have been shown to provide faster loading of the lap belt resulting in lower loads to the chest, head, and neck. Fitment around the pelvis is better allowing the belt to be worn tighter while being more comfortable and easier to adjust. The smaller adjusters are less likely to get caught up in the small lap belt holes provided in most seats.

G.3: LAP BELT MOUNTING

G.3.1: The lap belts shall be mounted rearward of the pelvis, between two lines drawn at 60-degrees, and 80-degrees, below the horizontal.

FIGURE 5



G.3.2: The lap belts shall pass through the seat, without interference, to the attachment points, pulling in plane with the mounting hardware without any visible twisting or edge loading on adjusters or mounting brackets. Mounting points must be as close to the side of the seat and must not rub on any seat brackets, rough, or sharp edges.

G.3.3: Lap belt mounting points must be integrated with the frame of the car or to specific welded mounting tabs on the roll cage. If mounting points are located on seat brackets, they must be certified by the bracket manufacturers specifically for such use. Mounting points created in the floor or transmission tunnel must be reinforced with backing plates of sufficient size to spread the load.

G.3.4: Lap belts with bolt on connections must allow bracket to pivot either by use of a machined sleeve or by backing the lock nut off just enough so that bracket can pivot. This is critical to prevent loading of one edge. Eye bolts must be aligned properly so that the snap-on connector is not twisted or loaded at an angle that might load one edge of the webbing while the harness is being used.

FIGURE 6

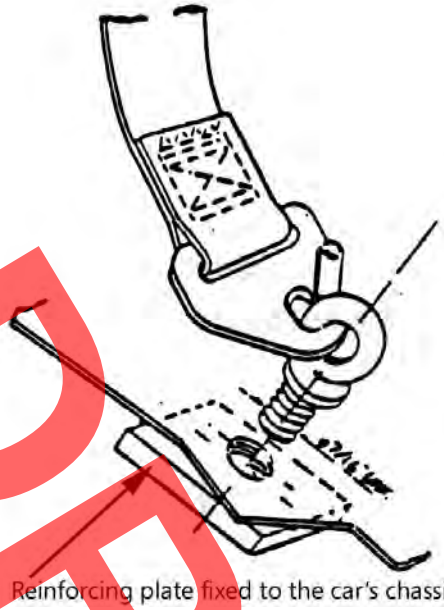
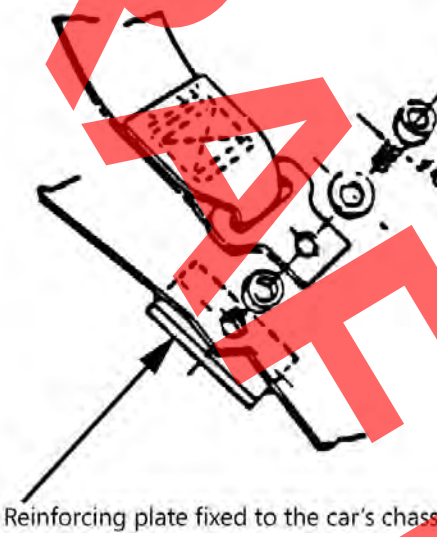


FIGURE 7



G.4: SHOULDER STRAP MOUNTING

G.4.1: The shoulder harness shall be the over-the-shoulder type. There must be a single release common to the lap belt and anti-submarine straps. Only separate shoulder straps are permitted. (Y-type shoulder straps are not allowed.) "H"-type configuration is allowed.

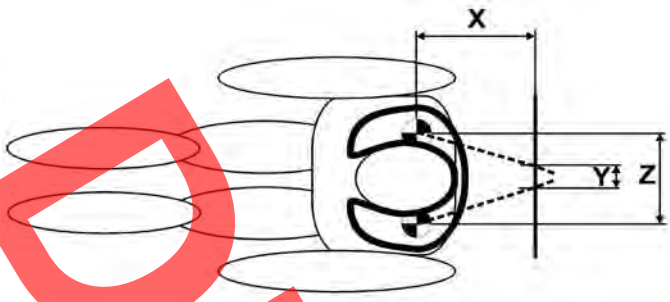
G.4.2: The shoulder harness shall be mounted as closely behind the seat back as possible, not to exceed twelve-inches (12").

G.4.3: The shoulder harness should be mounted at an angle of 0-degrees to -20-degrees from the horizontal plane measured from the top of the shoulder or the top of the HANS® (see figure 5). In no case shall the shoulder harness be mounted above the horizontal at shoulder height.

G.4.4: The shoulder straps shall pass over the driver's shoulders (or over the HANS®) - through the seat, in a direct line to the attachment

points without any interference caused by the seat back openings or other obstacles. The formula Y = Z - (X *.40) can be used to determine the "ideal" distance between attachment points (see figure 8). Where the shoulder belts are wrapped around a harness bar, the "Y" dimension is measured from the center line of the webbing of each shoulder strap. Where the shoulder belts are bolted the "Y" dimension is measured center to center of each mounting bolt.

FIGURE 8



G.4.5: Proper alignment of shoulder straps, unencumbered belt routing, seat opening clearances, and optimum attachment locations will be inspected and verified with the driver seated in the car and wearing an approved head and neck restraint system, the harness belts, and a helmet.

G.4.6: In cases where the driver is in a semi-reclining position, the shoulder harness shall be attached so that the angle between a line drawn through the driver's spine and the shoulder harness is 70-degrees or greater.

G.4.7: Sternum straps are not recommended.

G.5: ANTI-SUBMARINE LEG STRAP MOUNTING

G.5.1: The double leg straps of the six-point system may be attached to the floor - to a purpose built element of the cage - or to purpose built mounting points in the seat as provided by an approved seat manufacturer.

G.5.2: A separate attachment point connection must be provided for each leg strap.

G.5.3: Attachment points may use bolts, eye-bolts with snap-on connectors, or wrap mounts to roll cage, seat, or chassis points designed for the sub strap loads.

G.5.4: Bolts and eye-bolts through the floor must be reinforced with backing plates provided by the harness manufacturer or large washers on the underside to spread loads.

FIGURE 9

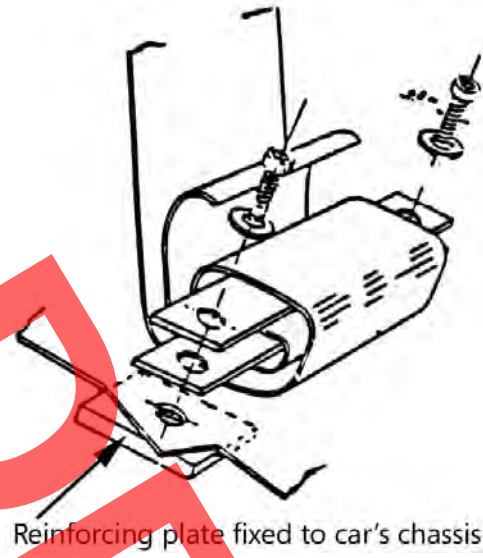
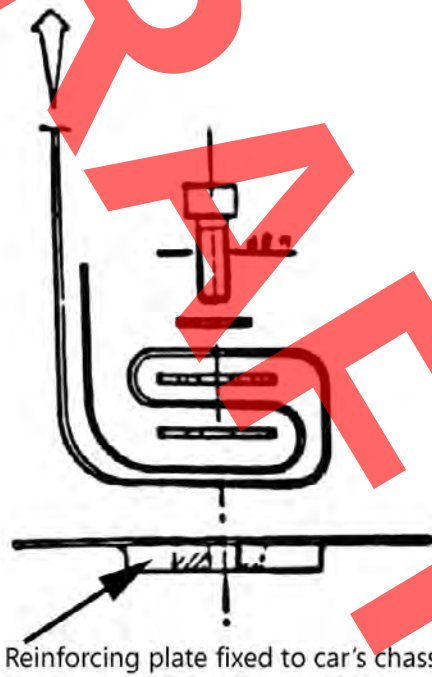


FIGURE 10



G.5.5: Wrap mounts to specific bars as part of the cage are allowed using only wrap mount hardware provided by the harness manufacturer following the manufacturers defined wrapping instructions.

G.5.6: Formula belt and Hybrid belt anti-sub leg straps may share the lap belt mounting point in rearward mounting installations providing there is a direct unencumbered routing as outlined in the belt descriptions.

G.6: THREE BAR ADJUSTERS

3-bar adjusters may be used for wrap mounting shoulder belts around harness bars or leg straps around mounting bars. The adjusters can also

be used to secure webbing wrapped through attachment hardware. When 3-bar adjusters are used, they shall be placed as close to the mounting points as possible. Figures 11-15 have the proper wrapping techniques detailed in them.

FIGURE 11

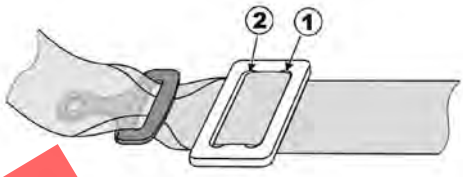


FIGURE 12

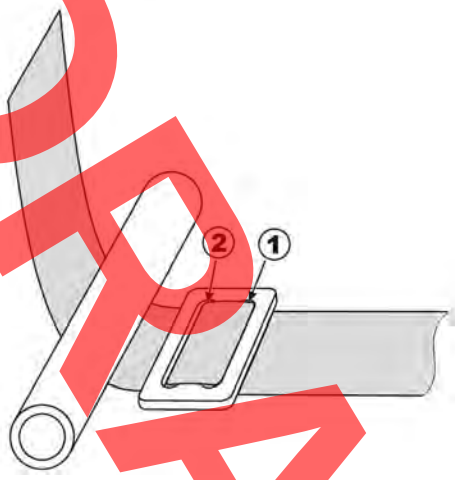


FIGURE 13

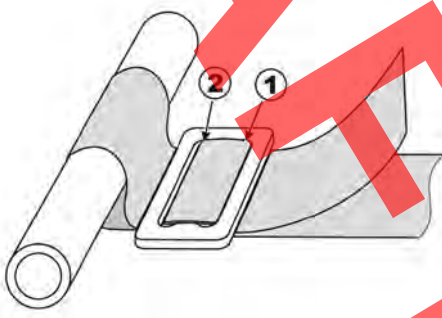
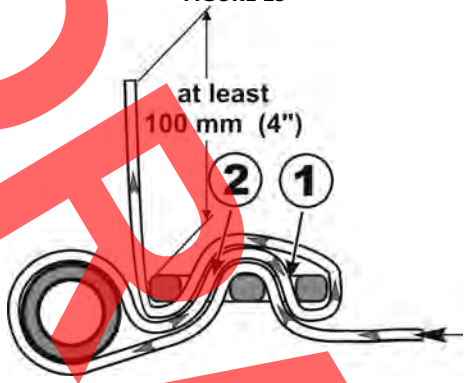


FIGURE 14

FIGURE 15



G.7: The minimum acceptable bolts used in the mounting of all belts end harnesses are SAE Grade 5. 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.

G.8: SFI Certification - Harness systems may be certified to SFI spec 16.1 or 16.5, and shall bear the appropriate label(s). This certification shall expire on December 31st of the 2nd year, after the year of manufacture. The harness system may be sent to the manufacturer for re-webbing and recertification.

FIA Certification - Harness systems may be homologated by the FIA to specification 8853/98, and shall bear the appropriate label(s). It is recommended that the harness system be replaced every three (3) years, but the mandatory replacement date is the 5th year after production. The expiration date, instead of the date of manufacture, is printed on the FIA label(s).

G.9: Regardless of the date of manufacture, the safety harness shall be replaced if the webbing is cut, frayed, significantly faded, or if any of the buckles are bent/cracked, or if the car has been in a severe impact. If any of these conditions exist, the TECHNICAL MANAGER shall cut the certification labels off of the harness. The team will then have to return the harness to the manufacturer for recertification. All belts in a harness set must be "in-date" to be used. Belts that share a common load such as the shoulder belts, or the lap belts, or the sub-straps shall be replaced/rewebbed together, and have the same date of manufacture.

APPENDIX H: WINDOW AND RIGHT SIDE NET

H.1: WINDOW NET

A window safety net, meeting SFI Spec 27.1., must be mounted in the window opening of the driver's door of all closed vehicles. The net must

be fastened securely to the roll cage and/or chassis. The window net must be tightly tensioned to minimize movement of net upon contact by the driver's head. When released, the window net shall fall down, thus not having to be flipped up on the roof. Plastic buckles and elastic straps are not acceptable. In lieu of the window net, open top cars car may use a head restraining net on the left side in conjunction with the right side head net.

H.2: RIGHT SIDE NET

All production based cars shall install a right side net running between the main roll hoop and the dash as seen in the figure. The lowest strand of the net must pass the shoulder and run horizontally from the cage to the dash. The upper strand should pass the center of gravity of the helmet in the side view. The net must run parallel to the longitudinal centerline of the car, +/- 15-degrees, and be as close to the seat as possible. Teams should verify that the right side net will catch the shoulder and helmet as the driver's head and torso rotate forward in the case of an accident. The net should cover the area from just below the driver's sight line, down to approximately 8" below the shoulder. The net must be tensioned tightly and have a way to quickly disconnect it in case the driver needs to exit the right side of the car in an emergency. Metal collars, or some other equivalent method, should be used to keep the strands of the net from moving from where they are positioned on the roll cage. One of the commonly recommended mounting methods 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.

APPENDIX I: SAFETY FUEL CELL SPECIFICATIONS

Safety fuel cells shall consist of a fuel bladder enclosed in a container as follows:

I.1: FUEL BLADDER

Only those bladders meeting and certified under FIA spec FT-3, or higher, shall be allowed to be used in SCCA Pro Racing competition. SCCA Pro Racing reserves the right to disallow the use of a fuel cell model, or fuel cells produced by a manufacturer, if reason is found.

I.2: CONTAINER

I.2.1: PRODUCTION BASED CARS

The bladder shall be installed in a container of 20-gauge steel or .059 inch aluminum fully surrounding the bladder.

I.2.2: FORMULA CAR & SPORTS RACING CARS

The fuel bladder shall be completely surrounded by a container (which may also be a part of the structure of bodywork of the car) to ensure rigid and secure mounting of the bladder and provide additional protection. A minimum of 20-gauge steel, .059 inch aluminum, or an approved equivalent is required for all vehicles.

I.2.3: FUEL CELL MOUNTING HEIGHT

Fuel cells shall not be installed any closer to the ground than six-inches

(6") unless enclosed within the bodywork.

I.3: Foam internal baffling is required where safety fuel cells are required in SCCA Pro Racing competition. This foam material shall fill all internal space within the fuel cell while not impeding the function of other fuel system components. In a series that allows the use of a stock fuel tank, foam may be inserted into the stock fuel tank.

I.4: A positive locking fuel filler cap (no Monza-style, flip-type) must be used, and fuel pick-up 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. The cap, filler neck, vents, and all fittings shall be isolated so in case of spillage, leakage, or failure, fuel will not reach the driver. If the fuel filler cap is located directly on the fuel bladder, a check valve shall not be required, provided the filler cap is a positive locking, non-vented type. Fuel cell breathers must vent outside the car.

If the fuel filler cap is not located directly on the fuel bladder, it shall be a non-vented cap, shall not protrude beyond the surface of the bodywork, shall not incorporate an unchecked breather opening and there shall be a high quality, flexible, hose that is resistant to automotive fluids that shall link the two metal sections of the filler neck together. This is to allow for misalignment, without breaking the filler tube, which may be caused by accident damage. The minimum distance between the ends of the two pipe sections shall be ten-inches (10"). The hose connecting the two pipe sections shall overlap each pipe section by at least one-inch (1") longer on each end where it connects to the two pipe sections. If the fuel filler cap is not located directly on the fuel bladder, a check valve must be incorporated in the fuel bladder to prevent fuel escaping if the cap and filler neck are torn from the bladder. A filler neck connecting the filler cap and the fuel bladder need not be bulkheaded.

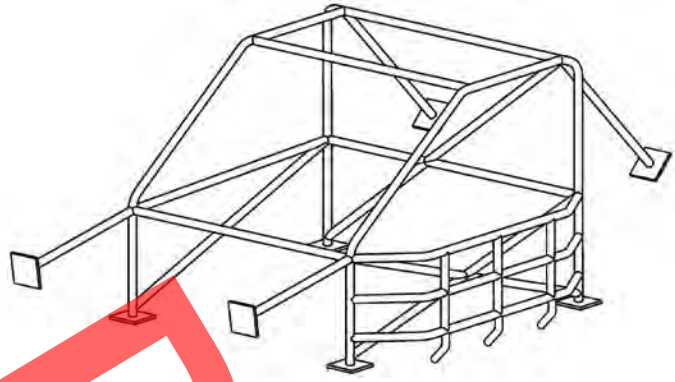
I.5: SCCA Pro may at its discretion approve safety fuel cells of other types, and with basic specifications, that differ from the bladder and container specifications above.

I.6: All fuel cell bladders shall be replaced, or recertified, every five (5) years from the date of manufacture. Proof of the date that the bladder was manufactured is marked on the outside of the bladder. Teams shall be prepared to expose the bladder for inspection.

APPENDIX J: ROLL CAGES

Roll cages are required in all cars registered with the SCCA Pro Racing. These specifications apply to all vehicles unless specified differently in series specific rules.

ROLL CAGE DEFINITION (PRODUCTION BASED CARS)
The roll cage will consist of the main hoop with both a diagonal and a horizontal brace, two (2) rear down tubes, two (2) front down tubes, a high front lateral tube connecting the front down tubes, two (2) high fore-aft tubes from the main hoop connecting, or contiguous with, the front down tubes, one (1) tube between each front down tube and the front wheel well, three (3) side door bars (per front door), and one (1) dashboard tube between the front down tubes above knee level.



J.1: BASIC DESIGN CONSIDERATIONS

J.1.1: The basic purpose of the roll cage is to protect the driver. It must be designed to withstand compression forces from the weight of the car coming down on the roll cage structure, and to take fore/aft, and lateral, loads resulting from the car skidding along on its roll cage structure.

J.1.2: A system of head restraint to prevent whiplash and prevent the driver's head from striking the underside of the main hoop is required. The head restraint must be padded with a non-resilient material and must be capable of withstanding a force of 200 lbs. in a rearward direction.

J.1.3: All portions of the roll cage, subject to contact by the driver must be padded with approximately one-inch (1"), minimum, non-resilient material that meets, or exceeds, SFI 45.1 (curved padding), SFI 45.2 (flat padding) specifications, or FIA approved padding listed on technical list No 23.

J.1.4: No portion of the roll cage shall have an aerodynamic effect (open cars).

J.1.5: Roll cage and chassis design must prevent intrusion into the driver compartment.

J.1.6: Formula and Sports Racing cars must be approved by SCCA Pro Racing and should be homologated by SCCA Club Racing. SCCA Pro Racing may, at its discretion, accept cars with alternate roll over structures.

J.1.7: ROLL CAGE ATTACHING POINTS

J.1.7.1: CLOSED CARS - The roll cage shall attach to the vehicle structure within the cockpit/trunk area in eight (8) points. In addition to the eight (8) attachment points, the A-pillar, B-pillar, and roof structure, may be tacked, seam, or stitch welded to the roll cage. Material may be added to bridge any gaps between the chassis and cage at these points.

J.1.7.2: OPEN CARS - There is no limit on cage attachment points.

J.1.7.3: MOUNTING PLATES - All cage mounting plates shall be welded to the chassis. Bolt-in cage kits are not permitted unless installed in a car with a chassis of dissimilar material construction.

J.1.7.3.1: Mounting plates welded to the structure of the car shall not be less than .080 inches thick. The maximum area of each mounting plate shall be 144 square inches. Plates may be multi-dimensional.

J.1.7.3.2: The thickness of mounting plates bolted, or riveted, to the structure of the car shall 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 shall be 144 square inches. Plates may be multi-dimensional.

J.1.7.3.3: For cars with a chassis made of aluminum, or non-metallic composites, the mounting plates must be through-bolted to the chassis with bushings running through the chassis to keep the bolts from crushing the chassis members. The steel rollcage shall then be welded to the bolted mounting plates. Whenever possible, part of the mounting plate should be in compression and/or tension in lieu of only being in shear. An upside down, or sideways, "U-shaped" mounting bracket should be used when possible. All bolts used to secure the mounting plates shall be grade-5 bolts of at least 5/8" in diameter. Each mounting plate shall sandwich the chassis, either by design of plate, or with a backing plate. Each mounting plate shall have at least two bolts securing it to the chassis. The designs of the mounting plates are subject to the approval of the TECHNICAL MANAGER. Any bolt-in installation must be as strong, or stronger, than a welded steel installation.

J.1.8: Whenever a tube passes through a chassis panel (e.g. firewall, transmission tunnel), the chassis may be welded to the perimeter of the tube to prevent the passage of debris. However, the chassis may not be reinforced in that area.

J.2: MATERIAL

J.2.1: Production based cars - Seamless, or DOM, mild steel tubing (SAE 1020, or 1025, etc.), must be used for all roll cage structures. ERW Tubing is not allowed.

J.2.2: Formula cars and sports racers - Seamless, or DOM, mild steel tubing (SAE 1020, or 1025, recommended), or alloy steel tubing (SAE 4130) must be used for all roll cage structures. Proof of use of alloy steel is the responsibility of the entrant and/or the car builder. Alloy and mild steel tubing may not be mixed. ERW Tubing is not allowed.

J.2.3: An inspection hole, between 3/16" and 1/4" diameters, may be required in a non-critical area of all required tubes to facilitate verification of wall thickness.

J.2.4: Teams wishing to use alloy steel material for the cage construction may submit a request for approval to do so along with a copy of their welding procedure, welding qualifications, and proof of use of the equipment necessary to work properly with alloy steel. Teams wanting to have an alloy cage installed by one of the facilities already approved should contact SCCA Pro Racing.

J.3: GENERAL CONSTRUCTION

J.3.1: The radius of all bends in the roll cage (measured at centerline of tubing) shall not be less then three (3) times the diameter of the tubing.

J.3.2: All joints of the roll cage shall be welded the full 360-degrees around the tube. This applies to both the required and any optional tubing elements. All welding must be of the highest possible quality; full penetration, no cold lap, no surface porosity, no crater porosity, no cracks, no whiskers, etc. It is recommended that gussets be used at all joints.

J.3.3: It is recommended that a certified AWS D1.1 welder do all welding.

J.4: ROLL CAGE STRUCTURE MINIMUM TUBING SIZES

Vehicle Weight	Mild Steel	Alloy Steel
Up to 1500 lbs.	1.375 x .095	1.375 x .080
1501 lbs to 2499 lbs	1.500 x .095	
2500 lbs and up	1.750 x .095	

J.4.1: For purposes of determining tubing sizes, the vehicle weight is considered to be the weight of the vehicle minus fuel, ballast, and driver weight.

J.4.2: If the tubing diameter used is at least .250" above the minimum diameter required, based on vehicle weight, the minimum wall thick-

ness may be .080".

J.4.3: The required tubing elements must meet the material minimums set forth above. Optional tubing elements may be any size.

J.4.4: The minus variance of tubing wall thickness due to manufacturing tolerances is limited to .010".

J.5: MAIN HOOP

J.5.1: Main hoop (behind the driver) must be the full width of the cockpit for all cars. It shall be one continuous, length of tubing with smooth continuous bends and no evidence of crimping or wall failure. The main hoop shall maintain a single plane.

J.5.2: On all closed cars the main hoop must be as near the roof as possible. On open cars (Formula Cars, Roadsters, and Sports Racers) a straight line drawn from the top of the main hoop to the top of the front hoop must pass over the driver's helmet when the driver is seated in the normal driving position. Additionally, the top of the main hoop must not be less than two inches (2") above the driver's helmet.

J.6: FRONT HOOP - OPEN CARS

Open cars (Formula Cars, Roadsters, and Sports Racers): The front hoop may be a low hoop (near the dashboard, but at least as high as the top of the steering wheel rim). On cars of full monocoque construction, a fabricated sheet metal structure may be approved as a substitute upon specific application to the SCCA Pro Racing.

J.7: FRONT HOOP - CLOSED CARS

Closed cars (coupes, sedans, etc.): The front 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). Alternatively, two side hoops following the line of the A-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. Regardless of which one of the two approved tubing configurations listed above is used, there shall be a tube meeting the Appendix J.4 minimum tubing requirements connecting the two A-pillar tubes at the top of the windshield.

J.8: BRACING

J.8.1: All required bracing must be of the same diameter and wall thickness as listed in the chart (Appendix J.4).

J.8.2: All full cockpit-width main hoops (except Formula Cars) must incorporate either a single-diagonal brace, or a double-diagonal "X" brace in the plane of the main hoop to prevent lateral distortion of the main hoop.

J.8.3: Additionally, all production based open cars and all closed cars must also incorporate a main hoop horizontal brace at the approximate level of the driver's shoulders, and a horizontal front hoop brace at the approximate level of the dashboard. The horizontal braces shall extend from the left side vertical legs to the right side vertical legs of the front and main hoops, with the main hoop horizontal brace intersecting the required main hoop diagonal brace. 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 to.

J.8.3.1: MAIN HOOP BRACING

J.8.3.1.1: Closed cars with full cockpit-width main hoops must have two (2) braces extending to the rear, 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" below the top), and at an included angle of at least 30-degrees. Main hoop rear bracing shall not extend rearward past the shock towers.

J.8.3.1.2: Open cars must have two (2) braces extending forward from the main hoop, and attaching to the frame, monocoque, or front hoop. This bracing may be supplemented by rear bracing. Forward and rear bracing must be attached as near as possible to the top of the main hoop (not more than 6" below the top), and at

an included angle of at least 30 degrees. This bracing must protect the driver's shoulders and torso.

J.8.3.2: FRONT HOOP BRACING

J.8.3.2.1: One (1) tube may extend, from each front down tube, forward through the firewall. This tube, one on each side, may connect to the chassis at a point not more than twelve-inches (12") forward of the front axle centerline. One (1) lateral tube may be used to connect these tubes.

J.8.3.2.2: Two (2) additional tubes, one per side, may extend forward through the firewall from the front down tubes, or from the knee-level lateral tube, and connect at a point on the chassis, or cage, at or behind the front strut towers.

J.8.3.2.3: If the pedal box is not mounted rearward of any angle of the floorpan/firewall, there shall be one (1) brace extending from each of the front down tubes to protect the driver's legs. They must be integrated into the frame, or chassis, to provide substantial support for the front hoop. If these tubes are used, they will be considered the seventh (7th) and eighth (8th) points.

J.9: SIDE PROTECTION

All cars shall have driver's side door bars that consist of a minimum of three bars 1.500" x 0.83" running fore/aft between the main roll hoop and the front cage down tube, and extending out to the outer door skin. A minimum of three vertical tubes will connect the three fore/aft tubes. Additionally, there may be two tubes in the shape of an "X", or parallel to each other, running straight fore/aft between the main roll hoop and the front cage down tube. It is recommended that the lower outer tube be tied into the chassis along the rocker box to further improve anti-intru¬sion protection.

World Challenge GTS and TC cars may choose to only install two door bars with out the X brace, however it is recommended to install both of them.

Due to the amount of engineering required, including the possible need for crash tests, to properly design an add-on crushable box and its mountings, only manufacturers may submit a crushable box to be approved in lieu of the outer door bars.

Additional attachment points, above the eight (8) specified, may be added to the driver's side to strengthen door bars, attach a crushable composite structure, or otherwise improve the driver's side impact protection.

There shall be a minimum of two door bars across the opening of the front passenger door. On 4-door cars, if the driver's seat is located rearward of the B-pillar, teams should consider installing door bars across the rear driver's side door opening if there is a chance that a car could penetrate far enough into the cabin to reach the driver. The TECHNICAL MANAGER reserves the right to require rear door bars on a vehicle's VTS sheet if needed.

J.10: ROLL CAGE SUPPLEMENTAL BRACING

Within the restrictions of the above sections of Appendix J, any number of additional tube elements are permitted within the boundaries of the minimum cage structure required. If additional tubes, or gussets, are used behind the windshield opening to reinforce the connection points of the front down tubes to the lateral tubes above and below the windshield, the ends of the additional tubes, or gussets, shall not be positioned more than 200mm (7.87") from the corners of the windshield. Any optional tubes used do not need to meet the normal minimum material requirements.

J.11: FIA HOMOLOGATED ROLLCAGES

SCCA Pro Racing may accept FIA rollcages installed by approved original equipment manufacturers in a chassis designated for motorsports use, and homologated to FIA specifications. Each team shall have documentation that their FIA roll cage(s) have been homologated with the FIA, and their vehicle chassis shall have an FIA identification tag on it. Cars

permitted to use an FIA cage will have such permission listed on the VTS sheet.

APPENDIX K: SEAT AND HEADRESTS

The driver's seat must be replaced by a racing-type seat. The seat may be a high-back, bucket-type racing seat that incorporates an integral headrest, or a low-back seat with shoulder support and a separate headrest capable of withstanding 200 lbs. of rearward force. Seat and seat padding must be made from, or covered with, a fire-resistant material. The bottom of the driver's seat must be rigidly mounted to the structure of the car. The seat back/shoulder support/headrest must be rigidly mounted to the roll cage, so as to provide aft and lateral support. A poured/molded formula-type seat may be used to better fit the driver into the cockpit. If a formula-style seat is used a metal back support shall be used to support the foam back piece. Seat backs may be mounted to the rollcage by using an industrial adhesive to bond a metal, force distributing, plate onto the back of the seat and then attach the metal plate to a support that attaches to the rollcage.

All cars shall have leg support pieces running longitudinally along each side of the drivers legs between the seat and foot pedals to provide lateral support, thereby limiting side-to-side movement of the legs, in case of a side impact accident. The support pieces must be flush with the thigh supports on the seat and run forward in a straight line as far as possible without interfering with the driver's operation of the control pedals. The leg supports must be solidly mounted, especially at the point where the leg support meets the seat, so that lateral bending of the leg can not occur.

APPENDIX L: DRIVER SAFETY EQUIPMENT

The following is required during all on-track sessions:

L.1: A full-faced safety helmet certified to one of the following standards;

- Snell Memorial Foundation - SA2005, SAH2010, SA2010
- SFI Foundation - Spec 31.1
- British Helmet Standard - BS 6685-85 Type A/FR
- FIA Standard 8860-2004 or Later

Note: Accident-damaged helmets shall be given, or sent, by the driver, or his representative, to SCCA Pro Racing, LLC, P.O. Box 19400, Topeka, KS 66619-0400. It will be forwarded to the certifying organization. Details of the accident should be included.

L.2: Drivers with facial hair must use a full-face helmet and shield, and a fire-resistant balaclava, or helmet skirt. Hair protruding from beneath a driver's helmet must be completely covered by protective, fire-resistant clothing.

L.3: Only one-piece driving suits made of fire-resistant material and certified to SFI spec 3.2A/5, or greater, or FIA spec 8856-2000, which effectively covers the body, including neck, ankles and wrists, will be accepted. Only multi-layer driving suits will be permitted. Single-layer suits are prohibited.

L.4: Fire-resistant underwear is required with all FIA spec 8856-2000 suits, and all suits with an SFI rating of less than 3.2A/10. Only fire-resistant underwear consisting of a long sleeve top and long pants are allowed.

L.5: Socks must be made of fire-resistant material, and shoes and gloves must be made of leather, or any approved fire-resistant material containing no holes, except those made by the manufacturer of the equipment.

L.6: Any corrective eye glass material used shall be of safety glass-type, and meet U. S. Government standards.

L.7: A head and neck restraint system certified to SFI spec 38.1. Webbing based systems and the webbing components of all systems shall be replaced every three years or sooner if specified by the manufacturer.

Webbing based devices should be replaced if the webbing shows any signs of cuts, abrasions, or excessive fading. It is currently recommended that SFI 38.1 HNR devices be inspected and recertified by the manufacturer every five (5) years as per the SFI requirement. Please note that the SFI requirement does not apply to FIA 8858 HNR devices.

L.8: Drivers of open cockpit cars (Formula, open roadsters, Sports Racer) must use arm restraints.

L.9: Once the driver's equipment has been checked out and he has been checked for proper fitment in the cockpit of his primary car, an annual sticker will be placed on the left side of the driver's helmet.

APPENDIX M: FUEL SAMPLE PORT

Each car shall have enough fuel in the tank/cell at the end of the race to be able to supply at least 8oz. for a fuel test. Teams shall have an external pump available to pump fuel for test in case the in-car fuel pump fails. Teams that are unable to provide a sample may be penalized.

When providing a fuel sample, a team member must be standing by with a fire extinguisher.

Each car shall have an FIA approved dry-break coupling installed to act as a fuel sample port. FIA technical list No 5 lists the approved dry break couplings and the point within the fuel system that the coupling needs to be installed. The dry break coupling must be installed between the fuel filter and the carburetor or fuel injectors, and positioned at such a place that allows a fuel sample to be taken without jacking up the car or removing any parts. The team shall be responsible for providing any additional lines or connections for taking a fuel sample.

APPENDIX N: START PROCEDURES

N.1: RESPONSIBILITY
The STARTER shall operate directly under, shall carry out the orders of, and shall be responsible solely to the CHIEF STEWARD.

N.2: FUNCTION
The STARTER shall control the competing drivers by conveying to them the orders of the CHIEF STEWARD during on-track sessions from the time the automobiles enter the track, or their starting positions ready to start, until the competitions are concluded, and all competing automobiles have left the course.

N.3: LOCATION
The STARTER shall be stationed in such a manner that he is at all times in a location of maximum visibility to the competing drivers. He must also have immediate communication with the CHIEF STEWARD at all times.

N.4. EQUIPMENT
The STARTER shall be equipped with a complete set of signal flags and sign boards as required by SCCA Pro Racing.

N.5. PROCEDURE

N.5.1: The STARTER shall conduct the start of the competition in accordance with the general definitions of the PRR.

N.5.2: The start shall not take place until the CHIEF STEWARD has so ordered.

N.5.3: At no time shall the STARTER take his attention from the starting field until after the start has been given.

N.6. ROLLING START PROCEDURE

N.6.1: The following rolling start technique shall be known as the SCCA Pro Racing Standard Start, and shall be utilized at all SCCA Pro Racing races, unless an alternate procedure has been approved, and so stated, in the series specific regulations, or Supplementary Regulations for the event.

N.6.1.1: On instruction of the CHIEF STEWARD, a signal, plainly audible, and/or visible, to the full grid, shall be given at five minutes, and at one minute, prior to the scheduled starting time of each race. This

will alert drivers to man their cars, and crews to complete last-minute preparations.

N.6.1.2: At the one-minute signal, the STARTER or GRID MARSHAL shall take a position in front of the grid, visible to all competing drivers, and shall give the signal to start engines for a sufficient length of time for all drivers to observe. At specific events, with prior notice from the CHIEF STEWARD, local regulations, or promotional considerations, may prohibit starting of engines prior to the formal start engines signal.

N.6.1.3: The STARTER, or GRID MARSHAL, after observing that all unnecessary personnel have left the grid and that all drivers are in their cars, and apparently ready, shall next raise his free arm as a signal for drivers to raise one of their arms indicating that their cars are running and that they are prepared to start the pace lap.

N.6.1.4: The STARTER, or GRID MARSHAL, shall next signal all drivers to lower their arms by lowering his free arm in a definite movement.

N.6.1.5: The STARTER, or GRID MARSHAL, shall, as soon as possible, signal the drivers to begin the pace lap, which may, or may not, be led by a pace car, by moving his arms in parallel arcs from front to back.

The pace lap is to be run at considerably less than racing speed. In the case where a pace car is employed, the STARTER, GRID MARSHAL, or CHIEF STEWARD, shall first signal it to begin moving prior to releasing the field. The pace car shall set the pace, including the speed at the moment of starting where possible, by proceeding parallel to the field and to one side, either on the course or in the pit lane, approaching the STARTER, and at a constant slow speed, the front row drivers shall maintain the speed of the pace car until the green flag is displayed. If a pace car is not utilized, or if an extra pace lap is required, the "pole" car will serve the same function as a pace car from his position in the front row.

N.6.1.6: During the pace lap, the STARTER shall position himself at a safe location where he can clearly view the approaching field, and where the majority of the drivers in the field, especially the leaders, can see him. He shall remain motionless, with the green flag hidden, and no other flags visible.

N.6.1.7: Upon determining that the approaching field is at a constant slow speed, well bunched and in-line, and close enough to him that the majority of drivers can see his flag, he will suddenly and continuously wave the green flag until all cars have passed the start line. Cars shall not improve their position prior to the green flag being displayed (pulling out of line is improving position).

N.6.1.8: Should the STARTER determine that the field is not in good order, he shall abort the start by making no flag movements whatsoever, at the same time vigorously shaking his head from side to side to signal all drivers that there has not been a start. Drivers will continue on another pace lap in their original starting positions. All flag stations shall display stationary double yellow flags during all such pace laps. These additional pace laps WILL count towards race distance or time UNLESS the Series regulations provide otherwise. Should a driver or drivers improve, or move out of position, before the start signal is given, the STARTER may either signal a no-start to all drivers, or start the race and immediately inform the CHIEF STEWARD which drivers/cars were guilty of false starting. The CHIEF STEWARD will then attempt to inform the crews of the offending drivers, advising them what penalty he has assessed. The CHIEF STEWARD will then assess the penalty.

N.6.2: It is to be emphasized that the SCCA Pro Standard Start is a rolling start, not a "flying" start. While the pace lap may proceed at a brisk pace, the field should be slowed at a sufficient distance before the start line to allow orderly grouping of the field. The actual speed immediately prior to the start is somewhat dictated by the types of

cars, size of the field, and course layout. Only one Official should be designated to brief the front row drivers before each race, preferably the CHIEF STEWARD.

N.7: STANDING START PROCEDURE

N.7.1: The following starting technique shall be known as the SCCA Pro Standing Start and shall be utilized when standing grid starts are provided for. Note that alternate procedures may apply to certain series in which case the CHIEF STEWARD, or SERIES ADMINISTRATOR will distribute written copies of an alternate procedure, and the alternate procedure will become part of the PRR.

N.7.2: All cars must be moved from the paddock to the starting grid. A "Five Minute", a "Three Minute", and a "One Minute" signal will be given prior to the start of the formation lap. In most instances the engines are to remain off until a formal start engines signal is given. This should be done immediately before, or after, the "One Minute" signal.

N.7.3: The field will take one formation lap, each car returning to its exact specified starting box position with the engine running, and ready to start. When the STARTER has verified that all cars are in their proper grid position and ready to start, a five (5) second board will be displayed and within five seconds the red light will go on, warning the drivers that the start signal is imminent. Two to six seconds after the red light goes on, the STARTER will switch the red light off, and the race will start.

N.7.3.1: Delayed Start

If it is determined during the formation lap, or the approach to the grid, before the RED lights have been switched ON, that there is a reason for delaying the start, the Starter shall signify this by displaying the DELAYED START board and two yellow flags. All drivers shall acknowledge the delayed start by raising their right hands to signal the drivers in the cars behind. Any car deemed responsible for the delayed start may be assessed a penalty. Under no circumstances will any start be delayed once the RED lights have been switched on.

For a brief delay, the cars shall remain in place on the grid with engines running. When the start delay is resolved the DELAYED START board will be withdrawn and a THIRTY SECOND sign will be displayed, followed by the standard start sequence listed in O.7.3, starting with the FIVE SECONDS sign.

For a longer delay, the Starter shall display the ENGINES OFF board. Drivers shall remain in their cars and no work shall be performed. When the start delay is resolved, the start procedure shall commence with the display of the ONE-MINUTE board. This shall be the signal for all cars to start engines. When engines are running, the field will be dispatched in single file grid order behind the pace car. A single-file start shall take place per the procedures in O.9.4. Cars unable to begin the pace lap in grid order shall join at the back of the field, or be removed to the pits.

If time permits once the engines are restarted the field may be dispatched on a second Formation Lap. At the completion of the Formation Lap, with cars in place on the grid, the FIVE SECONDS board will be displayed and the start sequence will commence per O.7.3. Race Control will announce over the radio whether the start will be single-file behind the pace car, or whether there will be a second formation lap.

In the event of a delayed start, the clock shall begin at the issuance of the DELAYED START signal. If time permits, the CHIEF STEWARD may reset the clock. If the race will run less than the published time, the time remaining in the competition shall be announced following the start.

N.7.3.2: Aborted Start

An aborted start is one which is called due to problems that may have occurred once the red lights have been switched on and which have resulted in cars leaving the grid. A second standing-start will not occur. Cars shall follow the safety car until it is deemed safe to re-

start the event, at which point, a single-file, rolling restart procedure will occur (see N.9).

N.8: FALSE START

N.8.1: A false start shall be when a driver under the STARTER's orders moves forward from his prescribed position before the start. In the case of a rolling start, this movement shall refer to his position in relation to the moving field by moving out of line, or passing, prior to the waving of the green flag.

N.8.2: Should the CHIEF STEWARD determine that a false start has occurred, and the race has started, the driver, or drivers, may be black flagged and held in the pits, or at pit out, for a period of up to one minute. The CHIEF STEWARD may levy other penalties at his discretion. The CHIEF STEWARD may appoint Start Judges.

N.9: RESTARTS

N.9.1: If it should become necessary to stop a race, the CHIEF STEWARD may order a complete restart according to the original starting positions; he may restart the cars in single file in the overall order in which the automobiles completed their last completely scored lap; or he may restart as otherwise provided in the Supplementary Regulations. Restarts may be accomplished by using a scoring tape, or a lap chart, whichever best fits the conditions at hand, to be determined by the CHIEF STEWARD in consultation with the Chief of Timing and Scoring.

N.9.2: A race that is stopped at fifty percent (50%), or more, of its scheduled distance/time and is not restarted shall be scored as of the last completely scored lap.

N.9.3: Unless the Supplementary Regulations for an event specify otherwise, any method of restarting car engines is permitted, after a race is stopped and before it is restarted.

N.9.4: Unless modified by the individual series rules, all restarts are single-file, with no car moving out of line until the green flag is displayed. The lead car shall maintain a reasonable speed after the safety car enters the pit lane. The lead car shall not make any sudden accelerations, or decelerations, until the green flag is displayed. Racing shall resume throughout the entire field when the green flag is displayed.

N6: WAVE BY PROCEDURE

In mixed class racing, should the safety car in picking up the overall leader split a slower class or classes from their leader(s), race control is authorized to instruct the cars in that class or classes behind the safety car to be waved by in running order and rejoin at the back of the field. Such cars shall proceed around the course at reasonable speed, slowing appropriately when passing through any incident or passing emergency personnel or equipment. A "WAVE BY" sign shall be displayed at Start/Finish to indicate this procedure is in process. This procedure applies only to cars that have been split from the rest of their field. Teams must listen carefully to the race control frequency and transmit information to their drivers.

•Full course caution for incident. Safety car picks up leader/pits are closed/cars to be waved by announced on radio.

•Safety car and the fastest class of cars slow and move right/cars waved by move left and proceed in single file running order to back of that field. Once wave by is in process pits are open.

•Cars waved by proceed quickly to back of field, safely through incident. If you can't keep up, move clearly off line and signal others by. Do not hold up the field. If you enter the pits when closed, no work will be performed until the pits reopen.

N.10: NO STARTS

Should the start be aborted by the STARTER (no start), all flag stations will immediately display double yellow flags which will be immediately removed when the STARTER signals a race start.

APPENDIX O: OVAL TRACK PROCEDURES

O.1: PRACTICE

O.1.1: During practice sessions, all cars must enter the pit area and stop at their pit at the first opportunity after observing a yellow light at any light station on the track. No car shall re-enter the track from the pit lane until course becomes green again.

O.1.2: The scheduled time allotted to practice is total running clock time, not on-track green flag time, subject to event scheduling requirements.

O.2: QUALIFICATION

O.2.1: Cars will qualify in an order determined by a random qualifying order drawing. These positions are reserved as long as the car is in the qualifying line prior to the order to begin its qualifying attempt.

O.2.2: If an entrant does not proceed with the qualification attempt when ordered to do so, he will forfeit his position in the qualification order, and he may be penalized further by the loss of one qualifying lap.

O.2.3: A qualifying attempt shall be considered started when the front wheels of the car cross the starting line after the qualifying start signal is given by the STARTER.

O.2.4: 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.

O.2.5: 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.

O.2.6: Details of the drawing for positions in a specific portion of the starting grid will be announced prior to the drawing by the CHIEF STEWARD.

O.3: INITIAL RACE START

O.3.1: The number of pace laps prior to the start of the race will be announced by the CHIEF STEWARD.

O.3.2: On the final pace lap prior to start, the pace car will turn its light out in turn #2 and accelerate to leave track.

O.3.3: Pole car brings the field gradually up to speed for possible start.

O.3.4: Cars shall not improve position prior to crossing start/finish line (Pulling out of line alongside the car in front of you is improving position.).

O.3.5: 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.

O.4: YELLOW LIGHT/FLAG CONDITION

O.4.1: In the event of a yellow flag condition, a pace or safety car may be employed to bring the field under control. Wherever the safety car is utilized, it will remain out for a minimum of two laps subject to race conditions and at the discretion of the CHIEF STEWARD. In the event of mechanical or other problems, the CHIEF STEWARD may designate to the lead car the duties of pace car or safety car to safely pace the field to a start or restart or slow the field down gradually prior to a safety car entering the track.

O.4.2: The lead car is responsible for controlling the field and getting the field to slow down in a smooth, orderly fashion.

O.4.3: 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 he was attempting to pass. The field does not race to the start/finish line. 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.

O.4.4: 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.

O.4.5: Responsibility to mitigate or defend propriety of the pass will rest with the offending driver, not the offended driver or officials.

O.4.6: In events where laps run under the yellow do not count, if a competitor enters the pits or paddock during a caution period, he forfeits his on track position.

O.4.7: Cars entering the pits during a yellow flag condition, or cars responsible for causing the yellow flag condition, shall, in any case, assume a position at the rear of the formed pack on rejoining the field.

O.4.8: During all yellow flag laps and until the track again goes to green, if a competitor stops or falls out of position for any reason, they must fall into the order as they resume. If the entire field has passed, you must fall into line at the rear of the field.

O.5: RESTARTS

O.5.1: 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:

O.5.1.1: Safety car turns lights off and exits the track.

O.5.1.2: If no safety car is used, flagman indicates one more lap.

O.5.2: In either case, the lead car gradually brings the field up to speed for a possible restart.

O.5.3: At the instant the STARTER waves the green flag, all yellow lights will go green. Racing resumes immediately over the entire track.

O.6: LAST LAP

A white flag indicates to drivers that they have started their last lap and shall be displayed to the leader as he begins his last lap and then to each successive car during that lap.

O.7: RACING SURFACE

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

O.8: DRIVING CONDUCT

O.8.1: All competitions (qualifying or race) are to be conducted only on the marked race track and its curbing (see above). At the discretion of the CHIEF STEWARD, portions of the race track not normally intended for competition may be identified as part of the racing surface.

O.8.2: It is the responsibility of all drivers to avoid physical contact between cars on the race track.

O.8.3: 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 his car in close quarters, under racing conditions.

O.8.4: It shall be incumbent on all drivers to preserve the right of his 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 SCCA Pro Officials as an attempt to deprive a fellow competitor of his right to "racing room".

APPENDIX P: VIP AND MEDIA RIDES

GUIDELINES FOR THE CONDUCT OF MEDIA AND VIP RIDE ACTIVITIES

The following are common sense guidelines designed to reduce the risk and facilitate the effective conduct of media and VIP ride activities conducted in conjunction with SCCA Pro Racing series. They are intended as basic guidelines only and are not intended to cover all circumstances nor guarantee the safety of the activities.

P.1: A specific period should be scheduled for the session. This should be a time when there are no other on-track activities and track safety personnel, security and ambulance(s) are still on duty.

P.2: The session should use the standard pit lane and the designated event circuit.

P.3: A single person should be in charge of all on-track media/VIP ride activity and should brief drivers and crews on the process and programs being followed. When the program changes, all drivers and crews must be clearly informed. The person in charge should have contact with track safety personnel and, if possible, be in a position (race control) to observe as much of the circuit as possible. Designated staff members should be in contact from pit lane and should positively control the dispatch of any vehicles onto the circuit.

P.4: Only properly equipped vehicles may be used. A proper seat and racing safety harness must be provided for each passenger, along with a current racing helmet. Driving suits may be required in some circumstances. If manufacturer provided street vehicles are used, speeds must be commensurate with the vehicles' capabilities and safety equipment. Race vehicle and street vehicles should not be on the circuit at the same time.

P.5: Passengers should be selected with concern for their ability to withstand high speeds and considerable lateral forces and decelerations. All passengers should sign a waiver specific to the media/VIP ride activity.

P.6: Passengers should be harnessed into the vehicles by crew members familiar with the vehicles.

P.7: Vehicles and drivers must maintain radio contact at all times on the circuit.

P.8: Each vehicle should be represented in the pits by a crew member or crew chief. If multiple cars are from the same team, one crew chief/member in contact is sufficient.

P.9: Only one program may be run at a time.

P.10: Vehicles should be dispatched in groups, fastest cars first. The vehicles shall keep the other vehicles in the group in sight. Should an incident or vehicle difficulty occur, other drivers should inform the pits via their radios.

P.11: If an incident should occur, all on-track activity must cease and all vehicles proceed to the pits at a reduced speed. Such circumstances should be treated as any other on-track incident with proper reporting and insurance cards.

APPENDIX Q: GLOSSARY

Q.1: ASN (National Sporting Authority) - A national governing body of automobile competitions recognized by the FIA.

Q.2: ACCESSIBLE - Capable of easily being reached.

Q.3: ACCUS-FIA (Automobile Competition Committee for the United States-FIA, Inc.) - The ASN of the United States of America.

Q.4: ACTIVE SUSPENSION - Any system that allows powered mechanical control of any part of the suspension, or of the trim height, when the car is moving.

Q.5: ADHESIVE - A chemical bonding agent designed to cause two, or more, components to adhere to each other without fusing them into a single component.

Q.6: AIRFOIL - Any device, or part of a car, which has a principal effect

of creating aerodynamic downforce.

Q.7: ALTERNATE TRANSMISSION - A transmission/transaxle using an alternate encasement, an alternate type of gear engagement, alternate number of gears, or an alternate shift pattern.

Q.8: ASSOCIATED PARTS - The parts, hardware, etc. needed to make a component, or system, work.

Q.9: AUTOMOBILE - A land vehicle running on at least four non-aligned complete wheels, of which at least two are used for steering and at least two for propulsion.

Q.10: BLOCKING - Drivers are permitted one (1) move to choose/protect his line. Any moves above the permitted one move will considered to be blocking and may result in penalties.

Q.11: BODYWORK - All entirely sprung parts of the car in contact with the external air stream, except the parts definitely associated with the mechanical functioning of the engine, transmission, and running geaQ.

Q.12: CAR - See "Automobile". Used in PRR in reference to the automobiles approved for competition.

Q.13: CHASSIS - The structural part of the automobile that the body and mechanical systems are attached to.

Q.14: COCKPIT - Also referred to as driver/passenger compartment. Internal volume of the main structure of the car where driver and passengers are seated, and any cargo is carried. This area is defined by the roof, floor, doors, sides, windows, deck lid, and firewall. Cockpit dimensions shall meet OE specifications.

Q.15: COMPETITION - A contest in which an automobile takes part, and which is of a competitive nature. or is given a competitive nature by publication of results.

Q.16: COMPETITIVE PARITY - Parity between cars over the course of a period of time based on the sum and result of its performance in a variety of areas. This is not the same as performance parity.

Q.17: DOOR - That part of the bodywork that opens to give access to cockpit. Does not include window, or rear hatch on hatchbacks/wagons.

Q.18: DOUBLE-FILE LINE - Two adjacent, single-file lines.

Q.19: DRIVER - A person named as the driver of an automobile in any competition.

Q.20: DUCT - A pipe, tube, or channel that conveys a substance.

Q.21: ELECTRONICALLY CONTROLLED - Any command system, or process, that utilizes semi-conductor or thermionic, technology.

Q.22: ELECTRONIC DRIVER AIDS - Any electronically controlled system by which a parameter, component, or series of components is adjusted independently of the driver, taking over partial, or full, control of a component, or series of components from the driver's direct input, whether part-time or full-time, in order to increase efficiency, or to help minimize driver error (e.g. no-lift shifting, stability control, launch control, traction control).

Q.23: ENCLOSED - Surrounded by a material.

Q.24: ENTRANT - A person, or organization, whose entry is accepted for any competition.

Q.25: EVENT - Shall consist of official practice, qualifying and a race(s).

Q.26: FAIRING - A part, or structure, whose primary function is to produce a smooth outline to reduce drag and air resistance.

Q.27: FASTENER - Any mechanism which serves no other purpose than to cause a component to maintain a fixed position (e.g. bolt, nut, screw).

Q.28: FIA (Federation Internationale de l'Automobile) - The International Federation of National Automobile Clubs.

Q.29: FINISHER - See Article 1.9.4.

Q.30: FIREWALL - A metal bulkhead separating the cockpit from the

engine compartment, preventing the passage of flame and debris.

Q.31: FLOORPAN - The material that makes up the bottom of the cockpit, from the firewall rearward.

Q.32: FOOTWELL - The areas of the floorpan where the occupants place their feet while seated. Does not include areas under OEM front seats.

Q.33: FORCE MAJEURE - An event or effect that cannot be reasonably anticipated or controlled; an Act of God.

Q.34: INDUCTION SYSTEM - Considered to include all parts which are attached to the intake side of the engine, beginning at the outer face of the throttle body.

Q.35: INTAKE - An opening through which fluid/air enters an enclosure.

Q.36: INTERNATIONAL SPORTING CODE - Texts of the various regulations as published by the FIA.

Q.37: LAP RECORD - The official lap record for each class, at each circuit, must be set during a race. In addition, records may be set during official qualifying sessions during SCCA Pro-sanctioned events, which records shall be known as "qualifying record", and shall NOT be called "lap record", or "track record."

Q.38: LUBRICANT - A substance which can be interposed between moving parts of machinery to make surfaces slippery, reduce friction, and prevent sticking between surfaces.

Q.39: MECHANICAL COMPONENTS - All those necessary for the propulsion, suspension, steering and braking, as well as all accessories, whether moving or not, which are necessary for their normal working.

Q.40: METALLIC - Any material having iridescent, and/or reflective properties. Made out of metal.

Q.41: ORIGINAL - Also referred to as OE, or STOCK, as fitted to the new car that is approved by the DOT, or equivalent, for sale and road use. By default, U.S. spec parts shall be used if car is sold in U.S.

Q.42: ORIGINAL PROFILE of BODYWORK - Also referred to as OE profile of bodywork. Shall include all lines, creases, openings for ducts/vents, etc.

Q.43: OUTLINE - A line that marks the outer-limits of an object or figure.

Q.44: PERFORMANCE PARITY - Parity based on performance characteristics such as cornering ability, top speed, braking ability, etc. This is not the same as competitive parity.

Q.45: PWC - Pirelli World Challenge

Q.46: REAR SEAT PLATFORM - The raised area of the floorpan where the bottom cushion of rear seat is mounted.

Q.47: REPLICA - A reproduction made to closely resemble the original OE part or assembly. (e.g. A decal is not a replica of the OE headlight assembly).

Q.48: RESTRICTIVE - Serving to restrict and regulate.

Q.49: SANCTION - The documentary authority, granted by SCCA Pro, to organize and hold a competition.

Q.50: SEMI-AUTOMATIC GEARBOX - A transmission which, when the driver calls for a gear change, takes over the control of one, or more, of the engine, clutch, and gear selectors momentarily to enable the gear change to be accomplished.

Q.51: SEVERE BODY DAMAGE - When bodywork is damaged to the extent that one, or more, body panels require replacement, or significant repair.

Q.52: SINGLE-FILE LINE - A line of cars arranged one behind another. On the starting grid, a car will be considered to not be in a single-file line if one of its headlights can be seen while looking down the side of the car at the front of each row. On a restart, any car behind the lead car will be

considered to not be in a single-file line if the restart judge can see the longitudinal vehicle centerline from approximately 50', or more.

Q.53: SPECIFICATION - Detailed dimension, measurement, etc.

Q.54: SPEED EVENT - An event characterized by one or more of the following conditions:

Q.54.1: The relative maximum performances of vehicles are assessed by timing them over a given distance, or a given time duration.

Q.54.2: The driver and vehicle are subjected to risks, which differ from or exceed those normally experienced during ordinary travel on public highways or at legal speeds.

Q.54.3: Vehicles are driven at, or close to, their maximum speeds.

Q.55: SPRUNG SUSPENSION - The means whereby, all complete wheels are suspended from the body/chassis unit by a spring medium.

Q.56: SUPERCHARGING - Increasing the weight of the charge of the fuel/air mixture in the combustion chamber (over the weight induced by normal atmospheric pressure, ram effect and dynamic effects in the intake and/or exhaust system) by any means whatsoever. The injection of fuel under pressure is not considered to be supercharging.

Q.57: SUPERFICIAL ACCIDENT DAMAGE - Minor damage to paint and bodywork, not the chassis, drivetrain, or suspension.

Q.58: SUPPLEMENTARY REGULATIONS - Additional regulations for a specific event which supplement the PRR General Regulations.

Q.59: SURROUND - To enclose on all sides.

Q.60: SURVIVAL CELL - The area located inside of the rollcage structure located within the cockpit of the car.

Q.61: SUSPENSION STABILIZER

Q.61.1: An auxiliary device (not normally a suspension component) which controls, stabilizes, or limits suspension movement. Typical devices are Watt's linkage, trailing arm, panhard rod, radius arm, traction rod, torque arm, lateral link (as used on live axle rear suspension), etc.

Q.61.2: A suspension stabilizer may be removed without affecting the static stability of the vehicle. Removal of a suspension component does affect static stability of the vehicle, and its removal would cause the suspension to collapse.

Q.62: TELEMETRY - The transmission of data between a moving car and anyone connected with the entry of the car.

Q.63: TOOL - An implement for performing or facilitating mechanical operations. Cannot be a person.

Q.64: TRACK - The maximum distance that can be measured from a point on the passenger side complete wheel to a point on the drivers side complete wheel.

Q.65: TURBOCHARGING - See "Supercharging".

Q.66: VEHICLE - See "Automobile". Used in PRR in reference to the automobiles approved for competition.

Q.67: VISIBILITY - Capability of being seen, perceptible to the eye, apparent, evident.

Q.68: WELDING - The process of fusing one or more components into a single unit (e.g. TIG, MIG, soldering, brazing).

Q.69: WHEEL - Center and rim. The addition of a tire constitutes a "Complete Wheel".

Q.70: WHEEL RIM WIDTH - Shall be measured from bead seat to bead seat.

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