

GCR

SPORTS CAR CLUB OF AMERICA

P. O. BOX 791, WESTPORT, CONNECTICUT



**GENERAL COMPETITION
RULES**

1969 EDITION

SOLO EVENTS REGULATIONS

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Cat.



GENERAL COMPETITION RULES

1969 EDITION

FOREWORD

Effective January 1, 1969, all editions of the SCCA General Competition Rules are superseded by the following SCCA General Competition Rules.

The Club reserves the right to revise these Rules, to issue supplements to them at any time, and to promulgate special rules in emergency, although such revisions shall normally be made only once a year.

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1969 SCCA GENERAL COMPETITION RULES

1. CONTROL OF COMPETITION

1.1 International Control of Automobile Competition

The Fédération Internationale de l'Automobile (the "FIA") is the only international authority entitled to make and enforce rules for the organization and conduct of automobile competitions. It is the final international court of appeal for the settlement of disputes arising therefrom.

1.2 National Control of Competition

The Automobile Competition Committee for the United States ("ACCUS-FIA") is recognized by the FIA as the National Club ("ACN") of the U.S.A. Under the terms of the International Sporting Code of the FIA (the "Code") ACCUS is the sole authority for the control of international automobile competitions in the U.S.A., its territories and protectorates.

1.3 SCCA General Competition Rules

The Sports Car Club of America, Inc. (the "SCCA") has established these General Competition Rules (the "GCR"). The term "GCR" includes the Appendices to the SCCA General Competition Rules.

1.3.1 Application of the GCR

The GCR shall govern all speed events sanctioned by SCCA. FIA-listed events sanctioned by SCCA shall also be governed by the Code.

2. TERMINOLOGY

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

2.1 FIA (Fédération Internationale de l'Automobile)

The international federation of National Automobile Clubs.

2.2 CSI (Commission Sportive Internationale)

The International Competitions Committee which is appointed by the FIA to deal with competition matters.

2.3 The Code (Code Sportif Internationale of the FIA)

The International Sporting Code.

2.4 ACN (National Automobile Club)

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

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

The ACN of the United States of America.

2.6 SCCA (Sports Car Club of America, Inc.)

A non-profit organization, incorporated within the state of Connecticut, dedicated to the ownership, operation, and preservation of sports cars, the arrangement and regulation of sports car events and exhibitions; the encouragement of safe and sportsmanlike conduct on public highways; and the development of technical information relevant to any of these purposes. The SCCA is delegated the authority to sanction FIA-listed events by ACCUS-FIA.

2.7 Competition Board

The SCCA Competition Board establishes rules and standards for the scheduling, organization and conduct of SCCA-sanctioned speed events, and the licensing of drivers and officials. The Board supervises the execution of these rules and standards.

2.8 SCCA Divisions

Geographic separations of the SCCA, established for the administration of the GCR and SCCA policies under the direction of the SCCA Competition Board and its subcommittees.

2.9 Executive Steward

The Competition Board shall appoint an Executive Steward in each SCCA Division to supervise and administer SCCA policies and standards for designated classes of speed events and to train SCCA stewards.

2.10 Automobile

A self-propelled land vehicle running on at least four wheels not in a line which must always be in contact with the ground. At least two wheels must effect the steering and at least two the propulsion.

2.11 Pump Fuel

Any grade of automotive gasoline available at roadside stations, without additions of any nature except upperlube which must be added directly to the gasoline tank and not through any injection or drop oiler system, and which must not raise the octane rating

2.12 Class

A group of automobiles classified according to the provisions of the GCR and their Appendices.

2.13 Category

Classes of cars may be combined into categories.

2.14 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.

2.15 Event

An entire program of competitions.

2.16 Speed Event

An event characterized by one or more of the following conditions:

- a. The relative maximum performances of vehicles are assessed by timing them over a given distance.
- b. 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.
- c. Vehicles are driven at their maximum speeds.
- d. Spectator protection by distance and/or barrier is necessary.
- e. Competition licenses are required.
- f. A prudent driver equips himself and his car with safety equipment such as helmet, roll bar, seat belt, fire retardant clothing, etc.

Races, hill climbs, time trials, acceleration runs and driver schools are examples of speed events.

2.17 Non-Speed Event

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

Rallies, concours, economy runs, gymkhanas, etc., are examples of non-speed events.

2.18 Sanction

The documentary authority, granted by the SCCA, to organize and hold a competition.

2.19 Supplementary Regulations

Regulations which are normally consistent with the GCR and which define the ground rules of competition for a specific event.

2.20 Driver

A person named as the driver of an automobile in any competition.

2.21 Entrant

A person or organization whose entry is accepted for any competition.

3. EVENTS

3.1 Organization of SCCA Events

An SCCA-sanctioned event may be organized by:

- a. The SCCA.
- b. An SCCA Region.
- c. Other clubs, organizers, or promoters approved by SCCA.

3.1.1 Required Approval

The name or emblem of the SCCA shall be associated only with events sanctioned by SCCA. Organizers shall not distribute Entry Forms or Supplementary Regulations for an SCCA speed event prior to obtaining SCCA sanction.

3.1.2 Application for SCCA Sanction

Every application for SCCA sanction shall be submitted in the official form, and shall be accompanied by the appropriate sanction fee, a draft of the Entry Forms and the Supplementary Regulations. Applications shall be submitted for approval within the time limit prescribed, and must state:

- a. The name and address of the applicant.
- b. The organization or person on whose behalf the application is made, and the official position held by the applicant.
- c. The nature and classification of the event for which sanction is requested.
- d. The date and place of the proposed event.
- e. In case of an application for sanction to conduct an event at a course which is not already approved by the SCCA, application must be submitted at least two months before the proposed event and must be accompanied by a full description of the course and facilities, including a scale map.

3.1.3 Supplementary Regulations

The Supplementary Regulations shall establish for competitors and officials the specific conditions for an event. They shall contain the following information:

- a. The name, location, dates, nature and classification of the proposed event.

- b. The sanction number and type of sanction for the event.
- c. An announcement conspicuously placed: "Held under the SCCA General Competition Rules."
- d. The name and address of the organizers.
- e. A complete description of the proposed event, including the length of individual competitions and the classes of automobiles eligible.
- f. Schedule and location of all activities, inspections, meetings, and competitions.
- g. The name and address of the Race Chairman or other person to whom the entry is to be sent, opening date and the closing date for receipt of entries, how and when entries will be accepted, and amount of entry fee.
- h. The names of the Chief Steward and the Stewards of the Meeting.
- i. The manner of determining results and awarding trophies and prizes.
- j. All other information necessary for the proper conduct of the event.

No changes shall be made to the Supplementary Regulations after the beginning of the period for receiving entries unless unanimous agreement is given by all competitors already entered, or unless the Stewards of the Meeting so decide for reasons of safety or forces beyond their control.

3.1.4 Entry Forms

Entry Forms shall contain the following:

- a. Spaces for full names, addresses and license numbers of entrants and drivers.
- b. Space for full description of automobiles to be entered.
- c. An announcement: "Held under the SCCA General Competition Rules."
- d. Spaces for signatures of entrants and drivers for indemnity declarations, acknowledgment of the authority of the GCR, declaration that automobiles entered comply with provisions of the GCR, persons to be notified in case of accident, and insurance beneficiary.
- e. Any other information required for the clarification of all other details of the event.

3.1.5 Official Program

Any program offered to the public by the organizers shall contain the following information:

- a. The words "Official Program" in prominent lettering and the SCCA emblem on the front cover.
- b. The sanction number assigned to the event on the front cover.
- c. A conspicuous announcement: "Held under the SCCA General Competition Rules."
- d. The name of the organizers.
- e. Name, location and dates of the event.
- f. Schedule of proposed competitions.
- g. Names of entrants and drivers entered for each competition, with identifying numbers or marks for their automobiles.
- h. A detailed list of the awards for each competition.
- i. The names of the officials.

3.1.6 Knowledge of and Submission to Rules

Every person, body, group of persons, Region of the SCCA, or organizer who applies for and is granted an SCCA sanction to conduct an event, or any person who applies for an SCCA license shall be deemed to have, and will recognize that:

- a. He is acquainted with the GCR.
- b. He agrees without reservation to the consequences resulting from the GCR and any subsequent alteration thereof.
- c. He renounces the right to have recourse except with the written consent of the SCCA to any arbitrator or tribunal not provided for in the GCR.

3.1.7 Insurance

SCCA requires that all events be covered by the following forms of insurance for the minimum limits shown:

- a. **EVENT LIABILITY (Including Contingent, Products and Cross Liability)**

Bodily Injury	\$500/500,000
Property Damage	\$ 100,000

b. PARTICIPANT ACCIDENT INSURANCE

	<i>SCCA National and FIA-Listed Events</i>	<i>Regional, Driver School and Hill Climb Events</i>
Accidental Death & Dismemberment, Subject to scheduled limits	\$10,000	\$5,000
Medical Reimbursement	\$10,000	\$5,000
Weekly Indemnity up to 104 weeks (excess of 7 days)	\$ 50	\$ 50

SCCA ordinarily requires that all speed events sanctioned by the SCCA be insured under the SCCA Master Insurance Plan. In those exceptional cases where a speed event is not insured under the SCCA Master Insurance Plan, SCCA shall require the organizers to submit fully worded and identified insurance policies for inspection prior to granting sanction. Organizers shall make insurance certificates available to the Chief Steward and Stewards of the Meeting.

At all SCCA-sanctioned events requiring drivers to hold a National or Regional Competition License or Novice Permit, minors 12 years old and older not holding authorized pit credentials issued by the organizers, and all minors under 12 years old shall not be allowed to enter the pit area or any other areas which provide less protection than that provided for the general public.

3.1.8 Number of Entries to be Accepted and Started in Races

- a. The maximum number of automobiles which may be started simultaneously on any course shall be fifteen (15) per mile, unless authority is given by the SCCA Executive Steward of the Division to increase this number.
- b. The maximum number of automobiles which may occupy a course under any other racing conditions or practice shall not exceed twenty (20) per mile, and then only if extreme speed differential does not exist between the fastest and slowest cars.

3.1.9 Minimum Requirements

The following minimum requirements shall be in effect at all times a speed event (including practice) is in progress, or else the event shall be halted immediately:

- a. Not less than one physician (M.D.) with full equipment.
- b. Not less than one fully equipped ambulance.
- c. Not less than one fully equipped motor vehicle equipped to fight racing fires.
- d. Not less than one fully equipped wrecker.
- e. Not less than one 20 lb. or two 10 lb. dry chemical fire extinguishers at each flagging station.
- f. Not less than one 10 lb. dry chemical fire extinguisher in the working pits for every 50 feet of pit length.
- g. A pre-arranged plan to cope with major emergencies, including reserve station wagons or the equivalent.

3.1.10 Official List of Competitors

The organizers shall make the official list of competitors available to all entrants as early as possible prior to the commencement of the event.

3.1.11 Publication of Results

The organizers shall inform the SCCA of the official results of an event within fourteen days of the completion of the competition, or such additional time as the SCCA may allow.

3.1.12 Distribution of Awards

The organizers shall distribute all awards immediately after determination of the official results of an event, or such additional time as the SCCA may allow.

3.1.13 Postponement, Abandonment, or Cancellation of an Event

An event or a competition forming part of an event shall not be postponed, abandoned or cancelled unless:

- a. Provision for doing so is made in the Supplementary Regulations, or

- b. The Stewards of the Meeting have ordered a postponement for reasons of safety or forces beyond their control.

If an event is cancelled, or postponed for more than twenty-four hours, entry fees shall be returned to those who have been offered no opportunity to compete.

3.1.14 Courses

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

- a. Limit a course as to the classification of event to be sanctioned there.
- b. Restrict the number of automobiles which may be started simultaneously or in total.
- c. Restrict the number of entries which may be accepted for an event.
- d. Restrict the course to certain classes and categories of automobiles.
- e. Restrict the course to certain grades of drivers.

3.1.15 Measurement of Courses

The official length of a course shall be measured along the center line of the road.

3.1.16 Authorized Events

SCCA-licensed drivers and officials may participate in any events except those which have been specifically disapproved by the SCCA Competition Board or the Executive Steward having jurisdiction in the Racing Division concerned.

3.2 Entries

An entry made and accepted in accordance with the GCR and any relevant Supplementary Regulations shall constitute a contract binding an entrant to take part in the competition entered unless prevented by forces beyond his control. The organizers shall comply with the conditions of entry, provided that the entrant has made every effort to take part in the competition. A breach of such contract may be treated as a breach of the GCR.

3.2.1 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 days before the event. Such refusal is final and not subject to appeal.

3.2.2 Falsification of Entry

An entry which contains a false or incorrect statement shall be null and void, and the entrant may be deemed guilty of a breach of the GCR and the entry fee may be forfeited.

3.2.3 Withdrawal (Scratch) of Entry

An entry may be withdrawn without penalty if the withdrawal is made in writing or by wire prior to the entry deadline date. In such cases, the organizers shall return the entry fees. However, an entrant or driver accepted to take part in a competition who does not take part in that competition but takes part in another on the same day may be held in violation of the GCR.

3.3 Classification of Events

Events sanctioned by the SCCA shall be classified according to the persons eligible to take part, the categories of automobiles eligible to participate, and the awards offered.

3.3.1 FIA-Listed Events

The SCCA has been delegated the authority to grant sanctions for events listed on the FIA International Calendar or on the ACCUS-FIA National Calendar. These events shall be organized and conducted strictly according to the provisions of the International Sporting Code.

a. International FIA Events

Each year the FIA shall approve a calendar of International competitions open to holders of FIA Entrants and Drivers Licenses issued by an ACN; shall designate various series of these International competitions counting towards 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 Inter-

national competitions which do not count toward championships, the organizers may designate which classes and categories of automobiles are eligible to compete.

b. *National-Open FIA Events*

ACCUS-FIA shall annually approve a calendar of National-Open FIA competitions. These events shall be open to any holders of FIA Entrants and Drivers Licenses issued by any ACN except that those whose names are inscribed on the FIA list of Classified Drivers are excluded unless they hold licenses issued by ACCUS-FIA. Organizers may designate which classes and categories of automobiles are eligible to compete.

3.3.2 SCCA Events

SCCA may grant sanctions to organize various classes of events to be conducted in accordance with the GCR.

a. *National Events*

Each year the SCCA shall designate a series of National events open only to drivers holding SCCA National Competition Licenses. Each such event shall provide a competition for each class of automobile recognized in Rule 5.1 of the GCR. National Championship points shall be awarded in each eligible class.

The minimum length of competitions counting for National Championship points shall be scheduled for 30 minutes or 45 miles. There shall be at least 45 minutes of practice time available to every competitor, preferably more and in more than one session. Each competing driver shall complete at least five laps of observed practice.

b. *Interdivisional Championship Event*

SCCA shall schedule an event each year called the American Road Race of Champions (ARRC), open by invitation to the highest placing drivers in the National point championship series held in each Division. The ARRC event shall determine the SCCA National Champion in each eligible class. Supplementary Regulations defining driver and automobile eligibility, location, date, and other details of this event shall be published by SCCA.

c. Regional Events

Regional events shall ordinarily be open to any drivers holding SCCA Regional and National Competition Licenses, and to certain drivers holding SCCA Novice Permits as provided in Appendix L of the GCR. The Supplementary Regulations for a Regional event may also provide for the participation of drivers holding competition licenses issued by other approved organizations.

The classes of automobiles eligible to compete in Regional events shall be those recognized in Rule 5.1 of the GCR.

d. Restricted Competitions

Restricted competitions shall be those conducted under special regulations. They may, for example, be limited to invited drivers only, or to specific classes or marques of automobiles, or to classes of automobiles not recognized in the GCR or its Appendices. Restricted competitions may be scheduled, with SCCA approval, on the same program with other classes of events.

e. Hill Climbs

Hill climbs shall ordinarily be open to any drivers holding SCCA Regional and National Competition Licenses. The Supplementary Regulations may also provide for participation of drivers holding competition licenses issued by other approved organizations.

Hill climbs shall be organized and conducted as speed events in compliance with the GCR. The classes of automobiles eligible to compete shall be those recognized in Rule 5.1 of the GCR.

f. Driver Schools

SCCA driver schools shall be scheduled, organized, and conducted by Regions of the SCCA, in full compliance with the provisions of the GCR. Driver school events shall be organized and conducted as separate speed events, and shall not be combined on the same day with other races or speed events, nor shall they be open to any drivers except those students undergoing instruction and their instructors.

3.4 Awards

In SCCA National and Regional events, participants shall compete for trophies and points only, and

organizers shall not offer, participate in the offering, or publicize any financial awards based upon or affected by finishing position. In other SCCA-sanctioned events, there shall be no restrictions on payment of prize money or any other awards.

3.4.1 Expense, Starting and Appearance Money

Participants are free to accept, and organizers, car owners or sponsors shall be free to offer such expense, starting and appearance money as they may wish.

3.4.2 Prize Money

The SCCA may require as one of the conditions of sanction for an event that any prize money to be offered be placed in escrow a satisfactory period of time prior to the start of the event, and that the SCCA may control the distribution of these awards.

3.4.3 Trophies

In SCCA National and Regional events, trophies shall be awarded on the following minimum basis for each class and category of automobile:

<i>Number of Starters</i>	<i>Trophies Awarded for Finishing Position</i>
2.....	1st position only
3.....	1st and 2nd
4.....	1st, 2nd, and 3rd

All cars shall race in their respective classes unless insufficient entries make it necessary to group more than one class together. One car in a class shall run in the next higher class, except for the highest class in a particular category of automobiles which shall then be ineligible to receive class trophies.

3.5 Starts, Finishes, Timing and Scoring Definitions

The following definitions and techniques shall be observed at all SCCA-sanctioned events:

3.5.1 Starts

There shall be two methods of starts:

- a. The standing start, where the automobiles are

lap; or he may re-start as otherwise provided in the Supplementary Regulations.

Unless the Supplementary Regulations for an event specify otherwise, no replenishment of or assistance to automobiles shall be allowed after a race has been stopped and before it is re-started.

3.5.12 Minimum Duration

If a race is stopped at less than 50% of its scheduled time or distance and is not re-started, it shall be considered incomplete. Championship points shall not be awarded, and organizers shall not be required to distribute trophies or other awards.

3.5.13 Winner

The winner shall be the competitor who covers the proscribed distance of the competition in the least time, or the greatest distance within the proscribed time of the competition.

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

Unless the supplementary regulations specify otherwise, in competitions of a timed duration the checkered flag shall be displayed at the first passage of the leading car at or after the expiration of the time specified for the competition.

4. ENTRANTS AND DRIVERS

Every person who competes in an SCCA-sanctioned event shall be in possession of a current, valid license of the grade required for that classification of event.

(Reference: Rule 3.3)

4.1 SCCA Driving Permits

The SCCA shall establish standards for granting SCCA driving permits, including:

- SCCA National Competition License
- SCCA Regional Competition License
- SCCA Novice Permit

Procedures for application for and granting these permits are contained in Appendix L.

4.2 FIA Licenses

There are two types of FIA licenses: Drivers and Entrants. Application for these licenses may be made directly to SCCA, P.O. Box 791, Westport, Connecticut 06880. (See Appendix L).

4.3 Presentation of License

A driver, or entrant where Entrants Licenses are required, shall show his license to an official on demand.

4.4 Assumed Names

In events requiring drivers to hold SCCA National or Regional Competition Licenses, or Novice Permits, drivers shall not race under assumed names.

4.5 Responsibility of Drivers

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

4.6 Conduct of Entrants and Drivers

Every entrant and driver at an SCCA-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 prejudicial to the reputation of the SCCA or the automobile sport. Failure to do so may result in penalty of reprimand, fine, disqualification or suspension.

4.7 Alcoholic Beverages

During an event, the consumption of alcoholic beverages in the working paddock, pits, or any other portions of the race course under control of the officials shall be expressly forbidden until all practice or racing activity is concluded for the day. Any driver, crew member or official who has consumed any alcoholic beverage on the day of an SCCA event shall not participate.

4.8 Safety Equipment

All drivers of automobiles competing in SCCA-sanctioned speed events, including practice, shall be equipped as follows:

- a. Driving suits that effectively cover the body from the neck to the ankles and wrists manufactured of fire resistant material approved by the SCCA; or drivers suits of other flame resistant material worn with Nomex (or other approved material) full-length underwear.
- b. Crash helmets approved by the SCCA.
- c. Gloves made of leather and/or other fire resistant material approved by the SCCA.
- d. Socks made of fire resistant material approved by the SCCA.
- e. Drivers with beards or mustaches shall wear face shields of fire resistant material approved by the SCCA.
- f. Drivers of open cars shall wear goggles or face shields.
- g. Cars shall be equipped with and drivers shall utilize seat belts and shoulder harness meeting SCCA standards.

It is recommended that drivers equip themselves with underwear of fire resistant material and with one-piece driving suits.

Cloth face shields, if used, shall be of approved material. Double layer face shields are recommended.

The SCCA has approved the use of DuPont Nomex, Simpson 'Heat Shield's Leston Super-Protex, or Fiberglass (Beta fabric) fire resistant materials. Other material may be approved and announced during the year.

4.9 Medical Responsibility of Drivers

No driver shall compete in any SCCA speed event unless he has been examined by a physician (M.D.) within the preceding twelve months and certified by him to be medically fit to drive in automotive speed events.

Any license holder who suffers injury or illness that affects his medical fitness to drive in speed events shall report this injury or illness immediately to his Division Medical Representative and be recertified by him or a physician he designates before competing in further SCCA speed events.

5. AUTOMOBILES

5.1 Classification of Automobiles

Organizers of SCCA Regional, National and Inter-divisional Championship events shall provide competitions for these classes:

Production Category	Classes A through H
Sports Racing Category	Classes A through D
Sedan Category	Classes A through D
Formula SCCA	Classes A through C
Formula Vee	
Formula F	

Competitions for classes other than specified above shall not jeopardize a full schedule of competitions for the recognized classes. Organizers may also schedule extra competitions for other classes, provided specifications are clearly set forth in Supplementary Regulations, or otherwise made clear to entrants.

All automobiles shall run in one category only during an event, unless otherwise permitted in the Supplementary Regulations.

Organizers of FIA-listed events may schedule competitions for any classes of automobiles recognized by the FIA.

5.2 Regulations

General Regulations for all cars in SCCA-sanctioned events and the specific regulations for National Championship classes are contained in the GCR, Appendix A.

6. OFFICIALS AND THEIR DUTIES

6.1 Officials

The staff of chief officials, whose duty it shall be to direct the control the event may include:

- Stewards of the Meeting (SOM)
- Chief Steward (Clerk of the Course)
- Safety Observer
- Race Chairman
- Chief Starter
- Course Marshal
- Flag Marshal
- Communications Chief
- Chief Timer and Scorer
- Chief Technical and Safety Inspector
(Scrutineer)
- Chief Race Physician
- Observers

They shall be termed "Officials" and may with the exception of the SOM have assistants also termed "Officials", to whom any of their duties may be delegated.

6.2 Required Officials

At every event there shall be at least two Stewards of the Meeting and a Chief Steward in addition to other officials as necessary.

6.3 Right to Supervision

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

6.4 Appointment of Officials

a. *FIA-listed, Interdivisional and Restricted Events*

The Stewards of the Meeting shall be appointed by SCCA. All other officials shall be appointed by the organizers subject to approval by SCCA.

b. *SCCA National Events*

The Stewards of the Meeting shall be appointed by the Executive Steward of the Division. All other officials shall be appointed by the Region conducting the event subject to approval by the Executive Steward.

c. SCCA Regional Events and Hill Climbs

The Stewards of the Meeting shall be appointed by the SCCA Executive Steward of the Division and all other officials shall be appointed by the Region conducting the event subject to approval by the Executive Steward.

6.5 Conduct

- a. The Chief Steward, Assistant Chief Steward, the Chief Starter, the Chief Timer and Scorer, the Assistant Chief Timer and Scorer, the Chief Technical Inspector and the Stewards of the Meeting shall have no conflict-of-interest arising from direct involvement or connection with the organizers or sponsors of an event, or any entrant or driver taking part, and they shall not compete in any competition during an event at which they are officiating.
- b. Every official shall 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 the Stewards of the Meeting.
- c. Officials whose actions are deemed by the SCCA Competition Board to be against the best interests of SCCA shall forfeit their right to hold licenses in the SCCA.

6.6 Plurality of Duties

The same person may hold more than one official position except that the Chief Steward and Stewards of the Meeting shall have no plurality of duties.

6.7 Separation of Duties

An official shall not perform duties other than those clearly attached to his appointment.

6.8 Stewards of the Meeting (SOM)

a. Responsibilities

The Stewards of the Meeting shall be responsible solely to the SCCA for enforcing compliance with the GCR and Supplementary Regulations. They shall act primarily in a judicial capacity, and therefore shall not incur any re-

sponsibility for the organization or execution of an event.

b. Powers

The Stewards of the Meeting shall have specific authority to:

- 1) Settle any dispute or protest arising during an event, subject to the rights of appeal provided by the GCR.
- 2) Determine penalties. (Ref. Chapter 7)
- 3) Inflict a penalty of reprimand, fine or disqualification from the event. In non-FIA events, they may suspend competition licenses for periods not exceeding six months.
- 4) Appoint substitutes to replace any Stewards or officials not able to perform their duties. This power shall be used by the remaining Steward or Stewards to ensure that there are always at least two Stewards of the Meeting.
- 5) Modify the Supplementary Regulations as provided in Rule 3.1.3.
- 6) Alter the schedule.
- 7) Authorize a re-run in case of dead heats.
- 8) Accept a correction made by a judge.
- 9) Modify the position of the starting or finishing lines where necessary to ensure the safety of drivers and spectators.
- 10) Amend the results of a competition:
 - i. Based on a correction by the Chief Timer and Scorer.
 - ii. To take into account a time penalty against a competitor as provided for in the Supplementary Regulations.
 - iii. To change the sequence of finishing positions in case a competitor is disqualified. The sequence of finishing positions otherwise may not be altered as a means of penalizing a competitor.
- 11) Postpone a competition for reasons of safety or forces beyond their control.

c. Report

As soon as practical after the conclusion of an event, the Chairman of the Stewards of the Meeting shall forward to the SCCA Competition

Director a report to include:

- 1) Details of all protests.
- 2) Actions taken.
- 3) Penalties imposed.
- 4) Notice(s) of intention to appeal and appeal fee(s).
- 5) Fine(s) collected.
- 6) Full details of any accidents.
- 7) Official Results of all competitions.
- 8) General comments and recommendations of the Stewards of the Meeting on the organization and conduct of the event.

6.9 Chairman of Stewards of the Meeting

One Steward of the Meeting shall be appointed chairman for the event.

6.10 Chief Steward (Clerk of the Course)

The Chief Steward shall be the executive responsible for the general conduct of the event in accordance with the GCR and the Supplementary Regulations for the event. He shall:

- a. Keep order in conjunction with the authorities who are policing the event and who are responsible for public safety.
- b. Ascertain whether officials are at their posts and report the absence of any of them to the Stewards of the Meeting.
- c. Insure that all officials are provided with necessary information.
- d. Prevent an ineligible driver or automobile from participating.
- e. The Chief Steward may on behalf of the race organizers order inspection and disassembly of any entered automobile to ascertain its conformance with the GCR. If an automobile is found to be eligible for the competition in which it is entered, the race organizers shall stand the expense of disassembly, inspection, and reassembly.
- f. Execute the program of competitions and other activities safely by controlling drivers, their automobiles, the officials and workers from the commencement of activities until the time limit for protests has expired.

- g. Prohibit from competing any driver or automobile considered dangerous.
- h. Exclude from the event any entrant, driver, or official found to be ineligible, or guilty of misbehavior.
- i. Order removal from the course any entrant or driver who refuses to obey the order of a responsible official.
- j. Authorize a change of driver or automobile.
- k. Convey to the Stewards of the Meeting any proposal to modify the schedule of competitions, or any report dealing with the misbehavior of, or breach of rules by, an entrant or driver.
- l. Receive protests from the entrants or drivers and immediately transmit them to the Stewards of the Meeting.
- m. Collect all reports and other official information for the determination of the results.
- n. Prepare any information required to enable the Stewards of the Meeting to complete their report.

6.11 Race Chairman

The Race Chairman shall be responsible for the organization of an event. Specifically, he shall:

- a. Determine with the promoters and organizers the schedule and all other activities to occur during the event, draft the Supplementary Regulations, and see that all Entry Forms are printed and mailed.
- b. Arrange that insurance conforming to SCCA requirements is procured.
- c. See that qualified officials and workers are appointed and that they are on station.
- d. Arrange for the use of the course and all necessary facilities.
- e. Arrange for emergency vehicles and equipment.
- f. Arrange for trophies and their proper distribution.
- g. Arrange for the receipt and acknowledgment of entries.
- h. Arrange for proper registration of all concerned.
- i. Arrange for the publication of official results and distribute copies to the SOM, the organizers, and the SCCA.

6.12 Chief Starter

The Chief Starter shall operate directly under the supervision of the Chief Steward. All competing drivers shall be under the orders of the Chief 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.

6.13 Course Marshal

The Course Marshal shall be responsible for final preparation and maintenance of the course and other related duties assigned to him by the Chief Steward.

6.14 Flag Marshal

The Flag Marshal shall be responsible for recruiting, training, and assigning corner workers.

6.15 Communications Chief

The Communications Chief shall be responsible for establishment and operation of the communications system which shall include all corner stations and a central control.

6.16 Chief Timer and Scorer

The Chief Timer and Scorer shall be responsible for the accurate timing and scoring of the event in accordance with definitions outlined in the GCR. Specifically, he shall:

- a. Furnish the Chief Steward and the Stewards of the Meeting any times and results that they may request.
- b. Maintain records of official times and lap charts for all competing automobiles.
- c. Prepare the official results of all competitions for submission to the Race Chairman.

6.17 Chief Technical and Safety Inspector (Scrutineer)

The Chief Technical and Safety Inspector shall ascertain that the automobiles comply with the GCR and the Supplementary Regulations. Specifically, he shall:

- a. Inspect and certify that automobiles comply with all safety regulations.

- b. Conduct inspections of automobiles at the request of the Chief Steward.
- c. Report to the Chief Steward any automobiles that he finds do not conform with requirements of the GCR.

6.18 Chief Race Physician

The Chief Race Physician (M.D.) shall be responsible for the staffing and operation of the medical organization.

6.19 Observers

The Observers shall occupy posts along the course assigned to them by the Chief Steward, or by the Chief Observer if one is nominated. As soon as a competition is started, each Observer shall be under the orders of the Chief Steward to whom he shall report all incidents which occur on the section of the course for which he is responsible.

At the conclusion of each competition, Observers shall give to the Chief Steward a written report of all incidents or accidents witnessed by them.

7. PENALTIES

7.1 Breach of Rules

In addition to any other offenses, the following offenses shall be deemed a breach of the GCR:

- a. Bribery or attempt to bribe anyone connected with the competition, and the acceptance of or offer to accept a bribe.
- b. Any action having as its objective participation in the competition of a person or automobile known to be ineligible.
- c. Any fraudulent proceeding or act prejudicial to the interests of the SCCA or of automobile competition generally.
- d. Reckless or dangerous driving.

7.2 Penalties

Any organizer, official, entrant, or driver violating the GCR or the Supplementary Regulations, or any conditions attached to the sanctioning by SCCA of the event, or any special rules of a course may be penalized as provided by the GCR.

7.3 Imposition of Penalties

The penalties which may be assessed shall be in order of increasing severity:

- a. Reprimand (Ref.: 7.4)
- b. Fine (Ref.: 7.5)
- c. Disqualification from competition (Ref.: 7.6)
- d. Suspension of SCCA competition privileges (Ref.: 7.7)
- e. Loss of accrued National and/or Divisional points (Ref.: 7.8)
- f. Expulsion from SCCA (Ref.: 7.9)

Before imposing any penalty, the Stewards of the Meeting, or other first court, shall hear the parties concerned. The procedure at such hearings shall be in accordance with the GCR governing protests and appeals.

7.4 Reprimand

A reprimand may be imposed by the Stewards of the Meeting, or other first court. A reprimand against an SCCA licensed driver shall be noted in his license file.

7.5 Fine

A fine up to \$100.00 may be imposed by the Stewards of the Meeting, or other first court. Fines shall be paid within 48 hours, and a driver's competition privileges shall be under suspension as long as the fine remains unpaid.

All fines, forfeited protest fees and appeal fees shall be remitted to the SCCA Competition Director.

7.6 Disqualification from Competition

Disqualification from competition may be imposed by the Stewards of the Meeting on an entrant, driver or automobile.

7.7 Suspension of SCCA Competition Privileges

Suspension of SCCA competition privileges may be imposed by the Stewards of the Meeting or other first court. Delay in handing in a license as directed shall automatically result in the extension of the suspension by a period equal to the delay.

7.8 Loss of Accrued Points

Loss of accrued points may be imposed by an SCCA court of appeal.

7.9 Expulsion from SCCA

Expulsion from SCCA may be imposed as provided in the SCCA bylaws.

7.10 Loss of Award

Any entrant or driver who is disqualified in any competition shall automatically forfeit all right to awards in that competition.

7.11 Amendment of Placings and Awards

In cases as provided under Rule 7.10, the Stewards of the Meeting shall declare the resulting amendment to the placings and awards and shall decide whether the next competitor in order shall be advanced.

7.12 Publication of Penalty

The SCCA shall have the right to publish a notice that it has penalized any person, organization, or automobile and the reasons therefor. The persons or body referred to in the notice shall have no right of action against the SCCA or against any person publishing such notice.

8. PROTESTS

8.1 Right to Protest

The right to protest shall rest with any entrant or driver taking part in the competition in question. Each, alone may protest any decision, act, or omission of the organizers, an official, entrant, driver or other person connected with the competition, which is considered to be a violation of the GCR, except that they shall have no right to protest against a refusal of entry.

8.2 Lodging a Protest

Every protest shall be made in writing specifying which of the GCR is considered to have been violated, signed by the entrant or driver making the protest and accompanied by a protest fee of \$25.00 which shall be returned only if the protest is deemed to be well-founded, is upheld by the Stewards of the Meeting, or as directed by the Stewards of the Meeting.

A protest arising out of a competition shall be addressed to the Stewards of the Meeting, or to the Chief Steward for transmission to the Stewards of the Meeting.

8.2.1 Protests Against Automobiles

Entrants or drivers taking part in a competition may protest an automobile as not conforming to the GCR. They may request that the automobile be disassembled, inspected, or any other test be made, provided that they post cash bond with the Stewards of the Meeting sufficient to cover the total expense of disassembly, inspection, and reassembly.

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

If the automobile is found upon inspection not to conform to the GCR, 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 Stewards of the Meeting shall deem proper.

Failure of an entrant or driver of a protested automobile to allow inspection under the foregoing terms shall result in immediate disqualification and other penalties deemed appropriate by the Stewards of the Meeting.

8.3 Time Limits for Protests

- a. A protest against the validity of an entry, qualification of an entrant, driver or automobile shall be lodged no later than one hour before the start of a competition. Stewards of the Meeting may extend this time limit in exceptional cases where the protester can demonstrate that evidence pertinent to the protest was not available within the time limit.
- b. A protest against handicap or starting position shall be lodged immediately after announcement of handicaps or starting positions.
- c. A protest against any mistake or irregularity occurring during a competition shall be made within 30 minutes of the conclusion of the competition.
- d. A protest against the results of a competition shall be made within 30 minutes of their publication.

8.4 Hearing Protests

Hearing a protest before the Stewards of the Meeting shall take place as soon as practical after the protest is lodged. All parties concerned shall be given adequate notice of the time and location of the hearing. They shall be entitled to call witnesses, but shall state their cases in person. In their absence, judgment may go by default. If judgment cannot be given immediately after the hearing, all parties shall be informed of the time and place at which the decision will be given.

8.5 Distribution of Awards

Distribution of awards shall commence after the period for receiving protests has elapsed. When a protest which would affect distribution of awards has been lodged, distribution shall be withheld until the protest has been settled and it is known whether a valid appeal from such decision has been filed. During this time the results of the competition shall be considered provisional.

8.6 Judgment

All parties concerned shall be bound by the decision given, subject only to appeal as provided in the GCR.

8.7 **Ill-Founded Protests**

If a protest is judged to be ill-founded, the protest fee shall be forfeited. If it is proved to the satisfaction of the Stewards of the Meeting 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 GCR and may be penalized.

9. APPEALS

9.1 Right of Appeal

Any person or organization shall have the right of appeal against the decision or penalty affecting him given by the Stewards of the Meeting or other first court, provided he gives notice of appeal in accordance with the GCR.

9.2 Jurisdiction of the SCCA

The SCCA shall appoint a final court of appeal to settle any dispute arising out of any SCCA-sanctioned event. No member of this court shall have taken part as competitor, driver, or official in the competition concerning which a decision is to be given, or shall have been directly or indirectly concerned in the matter under consideration.

9.3 Jurisdiction of the FIA

A right of appeal to the FIA shall be recognized only if the dispute in question arises from a competition listed on the FIA calendar, and if the appeal is brought before the ACCUS-FIA.

9.3.1 National Open Events

ACCUS-FIA has delegated to SCCA the authority to establish Courts of Appeal to settle disputes arising from National-Open events sanctioned by SCCA.

9.3.2 International Events

ACCUS-FIA will establish Courts of Appeal to settle disputes arising from International events.

9.4 Effect of Lodging Notice of Appeal

Lodging notice of appeal shall not affect the validity or operation of any decision, penalty or sentence appealed against. However, the Stewards of the Meeting, if notified of intention to appeal their decision, may order prize money awards which may be affected by the outcome of the appeal to be withheld pending the decision of the court of appeal.

9.5 Form of Appeal

Written notice of appeal, signed by the appellant, specifying the grounds for the appeal, and containing an appeal fee of \$50.00 shall be addressed to the SCCA Competition Director within ten days after announcement of the decision. An appeal may be withdrawn without penalty.

9.6 Hearing Appeal

The court of appeal, after receiving notice of appeal described in Rule 9.5, and any other pertinent evidence, may decide whether or not to hear the appeal. If the court of appeal decides not to hear an appeal, the appeal fee shall be returned to the appellant.

If the court of appeal decides to hear an appeal, all parties concerned shall be given adequate notice of the hearing, shall be entitled to call witnesses, and may either state their case(s) personally or be represented by advocates.

9.7 Judgment of Court of Appeal

The court of appeal may decide that the penalty or other decision appealed against may be waived, mitigated, increased, or a fresh penalty imposed, but they shall not order any competition to be re-run. The court shall also order return or forfeiture of appeal fees.

9.8 Publication of Judgment

The SCCA shall have the right to publish a judgment of a court of appeal and to state the names of all parties concerned. Persons or bodies referred to in each notice shall have no right of action against SCCA or any person publishing said notice.

9.9 Ill-Founded Appeals

If an appeal is judged to be ill-founded, the appeal fee shall be forfeited. If it is proved to the satisfaction of the court of appeal that the author of an appeal has acted in bad faith, or in a vexatious manner, he shall be deemed guilty of a breach of the GCR and shall be penalized.

APPENDIX A

AUTOMOBILES

1. General Regulations

1.1 Eligibility

To compete in an SCCA-sanctioned event, cars shall meet the following requirements as well as the specifications of the class and category in which they are entered.

1.2 Fuel

All cars shall use pump fuel as defined in GCR 2.11 unless a specific exception is made in the rules for a particular category of automobile.

1.3 Identification Marks

Each automobile shall carry identification numbers, class letters, or other marks required by the Supplementary Regulations. Numbers shall be placed on the front, rear and both sides of each automobile so that they are legible. Numbers used shall be restricted to one or two digits and shall meet the approval of the Chief Timer and Scorer.

The Supplementary Regulations shall ordinarily require all automobiles to carry black numbers at least eight to ten inches high with 1½-2" stroke on white background.

1.4 Advertisements on Automobiles

Advertising, names and symbols may be displayed on cars provided they are in good taste, do not interfere with identification marks, and do not exceed a total area of 200 square inches.

1.5 Mechanical Condition of Automobiles

The Chief Technical and Safety Inspector shall have the responsibility for inspecting and certifying every automobile before it is allowed to take part in a competition or practice. An automobile which is disapproved, or which is driven in a competition or practice, or which is presented for recheck without the corrections specified by the Chief Technical and Safety Inspector may be disqualified from the event.

Automobiles which have been altered or damaged after they have been approved at technical and safety inspection shall be subject to reinspection and approval.

All major body components such as front and rear hoods, fenders, doors and wind screen must be maintained in normal position throughout the competition.

1.5.1 Technical and Safety Inspection

The points covered at technical and safety inspection shall be:

- a. Eligibility for class entered — compliance with the GCR.
- b. Suitability for competition.
- c. Appearance—neat and clean. Specifically, automobiles that are dirty either externally or in the engine and passenger compartments, or that show bodywork damage, or that have not undergone proper repairs after any damage, or that are partially or totally in primer, or that do not bear the prescribed identification marks shall not be approved for competition.
- d. Racing Tires — designated as such by the manufacturer, or recaps on such racing tires shall be required.
Racing slicks are prohibited.
- e. Brakes — shall be pedal-operated, working directly on each wheel, and in perfect working order.
- f. Fenders — shall be securely mounted. Fender skirts and hub caps shall be removed.
- g. Exhaust system — shall exhaust gasses away from the body and to the rear of the driver. Closed cars shall run with at least one window open, or provide other ventilation.
- h. Hood and engine compartment — all parts shall be securely fastened.
- i. Front suspension and steering — shall be of suitable design and in proper order.
- j. Leakage and caps — no leakage of any fluid shall be allowed.
- k. Signal lights — each car shall have operating brake and tail lights, except for formulas SCCA, F, and Vee.
- l. Seats — shall be securely mounted.

- m. Seat belts and shoulder harness conforming to specifications of Appendix Y of the GCR.
- n. Passenger seat back — if a folding seat, it shall be securely bolted or strapped in place.
- o. Roll bars — each car shall be equipped with a roll bar to specifications of Appendix Z of the GCR.
- p. Tonneau covers are prohibited.

- q. Fire wall and floor — shall prevent the passage of flame and debris to the driver's compartment. Belly pans shall be vented to prevent accumulation of liquids.
- r. Mirrors — shall provide driver visibility to the rear of both sides of the car.
- s. Fire extinguisher — shall be securely mounted in the cockpit, shall be dry chemical type of at least two-pound capacity. (On formula cars, extinguishers may be mounted in an accessible location outside of the cockpit)
- t. Flame resistant garments, crash helmets, goggles, or face shields — shall be approved at safety inspection and may also be checked upon the starting grid. (Ref. GCR 4.8)
- u. Headlights — shall be protected to prevent shattering.
- v. Scatter-shields — The installation of scatter-shields or explosion-proof bell housings shall be required on all cars where the failure of the clutch or disintegration of the flywheel could create a hazard to the driver.
- w. Detachable hardtops — shall be removed.
- x. Oil catch tanks — All engine crankcase breathers shall be equipped with oil catch tanks.

2. Production Category

2.1 Definition

- a. The purpose of the Production Category shall be to provide a Club-wide program of speed events for the benefit and pleasure of SCCA members who desire to compete in series-produced sports cars, generally available for purchase by the public, and suitable for both normal road use and speed events participation, and who additionally desire to improve the performance of these cars within specific and uniform preparation limitations.

The SCCA shall publish a list of sports cars eligible to compete in the Production Category during the current calendar year. After this list has been established, no changes or additions in classification shall ordinarily be made.

- b. Production Category automobiles shall normally be those which are series-produced with normal road touring equipment in quantities of at least 500 within a 12 month period. However, the SCCA may exclude any automobiles from the Production Category even if made in greater quantities, if such automobiles are not considered suitable.
- c. Production Category automobiles shall be recognized according to the manufacturers' complete designation, including the name, model, model number and engine displacement.

The SCCA shall publish the Production Car Specifications containing the official recognized specifications for each car eligible to compete in the Production Category during the calendar year.

- d. Production Category automobiles must be raced as they are normally delivered to the public through the manufacturers' sales outlets, except that they may be up-dated or back-dated within the specifications of a recognized make and model, as listed on a single page of the SCCA Production Car Specifications and except for the modifications authorized by these Rules.
- e. The SCCA shall publish the specifications for

each recognized Production Category model. This specification shall state the weight for each model, which weight shall normally correspond to the official weight listed on the model's recognition form, or else shall be obtained by taking the average of the actual weights of a number of examples of the same model, selected at random, and weighed under the following conditions: With the spare wheel and tire of the size normally provided by the manufacturer, with full oil sump (or tank), and with full water tank if one is used but without fuel, tools, luggage or anyone on board.

A weight tolerance of minus 5% as compared with the official weight will be granted Production Category automobiles, provided the reduced weight results from modifications permitted in these Rules. Cars must meet or exceed the official weight less 5% as raced, but without fuel and driver.

- f. Production Category automobiles shall be classified for racing purposes in groups of cars of similar performance.
- g. Production Category automobiles shall use Pump Fuel as defined in GCR Rule 2.11.
- h. On closed Production Category cars, at least one main door window must be fully open during competition.

2.2 *Authorized Modifications*

The following modifications are authorized on all Production Category cars: (Modifications may not be made unless specifically authorized herein)

A. Bodywork

- 1. Fitting all accessories, gauges and indicators, and all inside modifications for the purpose of improving the comfort and convenience of the driver and passenger and to permit the installation of required safety equipment, provided they have no influence whatever on the mechanical performance and do not materially reduce the weight of the car. Floor mats may be removed. The removal of interior trim (gutting) is not permitted. The driver's seat may be replaced with any suitable seat. The driver's seat may be replaced with any suitable seat. Passenger seats may not be substituted. Seat head rests may be removed.

2. **Raising hood for ventilation of engine compartment by use of hinge adjustment mechanism as installed by manufacturer. (Hood blocks or other modifications are not allowed). Additional hood straps or fasteners may be used. It is specifically not authorized to alter or open any hood, deck, or other body panels for purposes of additional ventilation. Sealing or shrouding the air flow area between the normal grill opening and the water radiator is permitted.**
3. **The use of any gas cap is permitted. One-way, anti-surge gas caps are recommended.**
4. **The top may be removed from open cars or else must be folded and securely fastened.**
5. **Windshield on open cars may be folded or removed provided a suitable aero screen is fitted. However, the entire windshield (i.e. both halves if a divided windshield) including all brackets and mounting fixtures must be removed if this substitution is made. Window glass and any projecting hardware which might prove hazardous may be removed from the doors. The windshield wiper mechanism must remain installed as originally delivered, but the arms may be detached if necessary when the windshield is removed.**
6. **Bumpers may be removed, but if so, all projecting hardware such as brackets and fixtures must also be removed. No substitute bumpers are allowed. Hub caps and fender skirts must be removed. Grilles may not be removed.**

B. Tires, Wheels, Suspension

1. **The make and size of tires provided they fit the rims without change or additions and do not interfere with the bodywork under any conditions of steering lock or rebound. In order to provide clearance for tires and wheels, the interior fender panels may be altered but not substituted with an alternate material. The authorized modifications may not result in any additional openings between the wheel well and the engine, passenger or luggage compartments. No modifications may be made to the exterior of the fenders or the fender opening.**

The tire may not extend beyond the fender opening at the highest point of the tire.

Spare tires may be removed, unless the Supplementary Rules for an event specify otherwise.

with the camber angles specified by the vehicle manufacturer for normal road use.

Spare tires may be removed, unless the Supplementary Rules for an event specify otherwise.

2. The use of any wheels of the same diameter and with a rim no more than 1.5 inches wider than the standard wheel listed by SCCA for the automobile. Changes in track resulting from use of the above wheels may not exceed plus or minus 2 inches from the track dimension listed by SCCA for the automobile. (measured with the standard camber angle specified by the vehicle mfr.) Furthermore, the track dimension shall remain equally disposed from the center line of the automobile.
The use of center-lock wheels and hubs is permitted within this track restriction.
3. The make and type of shock absorbers, but not their numbers, or their system of operation (i.e. lever or telescopic), or their system and points of attachment.
4. The cooling of brakes by ventilation of backing plates or fitting of air ducts, provided no changes are made in the bodywork above a plane passing through the wheel hubs.
5. The make of brake linings and the fitting of dual master cylinders.
6. The modification or substitution of front spindles and/or rear axle shafts, and modifications or substitutions of hubs, bearings, bearing carriers, universal joints, and drive shafts. These changes may not result in any changes in tread dimensions as measured from the center line of the car, or any changes in other suspension components, or the suspension geometry.
7. The use of alternate suspension bushings of the same type and size.
8. The addition or substitution of any anti-roll bar, camber-compensating device and/or axle locating device provided there is no other change in the standard suspension or drive train components except as authorized elsewhere in these rules.
9. Springs or torsion bars of any kind may be

replaced by others of unrestricted origin, but without changing the number supplied by the manufacturer and on the condition they can be fitted without alteration to the original supports and points of attachment. Spacers (lowering blocks) may be used between leaf springs and the points of attachment to the axle housing.

10. The removal of the handbrake and operating mechanism.

C. Electrical System

1. Make of spark plugs and ignition coil on condition that the system of ignition remains the one provided by the manufacturer. Transistor ignition is permissible provided the original distributor equipment is utilized.

An alternator may be used in place of the generator. Nothing must be done to interfere with the normal battery charging function of the generator or alternator.

2. Make or size of battery provided its voltage remains unchanged.

D. Engine and Drive-Train

1. Induction System

- a. Carburetted engines: Any alteration to the carburettors except changing the number, model, type, size (measured at the throttle butterfly) or butterfly location of the standard equipment and except that extensions or the addition of material to the exterior of the carburetor body is prohibited.
- b. Fuel injected engines: Any alteration to the standard fuel injection components except:
 - Changing the location, type, or number of the air throttles (butterfly, slide, etc.) or changing the inside dimensions of the air duct at the air throttle.
 - The addition of material to the intake manifold.
 - Changing the number or location of the injection nozzles.
 - Changing the make and model of the fuel

metering and/or fuel distribution unit. The fuel metering and/or fuel distribution unit may be modified without restriction provided that it can be positively identified as that fitted as standard equipment.

Velocity stacks (air intake horns) may be used on any induction system provided no modifications are made to the body or frame of the car to accommodate their use. Air cleaners may be removed.

2. Additional fuel pumps may be used provided they are only for supplying fuel to the carburetors and not for cooling purposes. If the mechanical fuel pump is replaced, a blanking plate may be used to cover the original mounting point.
3. Alterations to the fuel lines are permitted between the firewall and the engine. In addition it is permitted to install a fuel pump in the fuel line between the fuel tank and the firewall.
4. It is permitted to lighten, balance, or modify in shape by tooling the series-produced and recognized components of the engine and drive-train, provided it is always possible to identify them positively as such; it is not permitted to add any material or mechanical extension. The engine fan may be completely removed.
5. Additional shims required for valve adjustment or for maintaining the geometry of a valve train after machining operations will be allowed.
6. The use of alternate engine and drive-train components which are normally expendable and considered replacement parts such as seals, bearings, valves, valve guides and valve seats provided they are of the same type and dimensions. Bushings may be installed where none are fitted as standard.
7. The compression ratio may be increased by machining, using a thinner gasket, or doing without one.

8. Reboring the cylinders is authorized on condition that the greatest bore measurement specified for that make and model is not exceeded by more than 1.2 mm (.0472 in.).
9. Substitute pistons of any material or origin are authorized.
10. The substitution or addition of any valve springs of the same basic type (i.e. hairpin or helical) with which the car is normally equipped is authorized, and the substitution or addition of keepers and retainers.
11. The use of any exhaust manifold and exhaust pipe.
12. The use of any single engine oil filter.
13. The ratios of the gear box and rear axle when listed by the SCCA. Addition of a device for locking out reverse gear.
14. Installation of any type of vent or breather on the engine, transmission, or differential to prevent loss of lubricant and the use of oil catch tanks.
15. Any modifications to the clutch except changing the diameter of the unit originally specified for the model by the manufacturer.
16. The use of any limited slip or locked differential, except that no substitution of the differential housing is permitted.
17. Springs or torsion bars of any kind may be replaced by others of unrestricted origin, but without changing the number supplied by the manufacturer, and on condition they can be fitted without alteration to the original supports and points of attachment.
18. Use of any pushrods.
19. Use of any oil pan (sump) and /or any oil pump pickup.
20. Use of any water radiator provided the standard radiator mounts are retained and there are no changes in body, chassis, or internal structure of the car to accommodate its use. Separate expansion tank provided it is mounted within the engine compartment.

21. On water cooled cars, thermostats may be modified, removed or replaced with blanking sleeves or restrictors.
22. Generator, crankshaft and water pump pulleys may be altered or replaced with others of unrestricted origin.
23. Use of any external crankshaft vibration dampener is allowed.
24. The use of any single differential oil cooler and/or single engine oil cooler provided it (they) are mounted completely within or under the coachwork but not within the driver/passenger compartment. An oil pump may be added for the differential oil cooler.
Air ducts may be fitted to the oil cooler(s) provided they do not extend more than 12 inches in any direction from the cooler fins.
25. The use of any flywheel provided the diameter is the same as the unit originally specified for the model by the manufacturer and provided the crankshaft attachment points are not changed.
26. Exhaust emission control air pumps and associated lines and nozzles cannot be modified in any way except that they may be completely removed. When these air nozzles are removed from a cylinder head, the holes must be completely plugged.

E. Safety Fuel Tanks

1. General

Fuel tanks in Production Category cars may be substituted with safety fuel tanks conforming to the SCCA safety fuel tank standards. such safety fuel tanks must be produced by manufacturers specifically approved by the SCCA and shall be of the standard dimensions and capacities below:

22 Gallon	W 17"	L 33"	H 9"
15 Gallon	W 17"	L 24"	H 9"
8 Gallon	W 12"	L 20"	H 9"

Bladder type tanks shall utilize a container of 20 gauge steel (min.) – add ¼" to each dimension above for maximum outside dimensions of the container.

2. Capacity

There shall be no restriction of fuel capacity when installing safety fuel tanks and the installation of more than one of the standard 22, 15 or 8 gallon tanks is permitted.

3. Location

Location of the safety fuel tank shall be as close as possible to the location of the standard tank(s) except when safety aspects or dimensional limitations make this unfeasible or impossible. In no case shall the location of the center of gravity of the safety tank in the automobile be more than 12" from the center of gravity of the standard tank(s), nor shall the tank be located in the driver/passenger compartment.

4. Installation, Fittings, Lines

Internal body panels may be modified to accommodate the installation of safety fuel tanks as long as such modification serves no other purpose.

Filler caps, fuel pick-up openings and lines, breather vents and fuel filler lines shall be so designed and installed that if the car is partially or totally inverted, fuel shall not escape. If the fuel filler cap is located directly on the fuel tank, a check valve shall not be required provided the filler cap is of a positive locking type and does not incorporate an unchecked breather opening. If the fuel filler cap is not located directly on the fuel tank, a check valve must be incorporated in the fuel tank to prevent fuel escaping if the cap and filler neck is torn from the tank.

Fuel tank breathers must vent outside the car.

The tank need not incorporate a drain fitting.

It is recommended that all lines and filler openings be incorporated in a single fitting located at the top of the fuel tank.

2.3 In 1969 Production Category automobiles shall be divided into classes based on relative performance as follows:

CLASS A

Abarth Simca 2000
AMX Sports Coupe 390 thru 1969
Cobra 427
Corvette Sting Ray 427 thru 1967
Corvette Sting Ray Roadster 427 1968
Corvette Sting Ray Roadster & Coupe
427 1969
Griffith 200
Porsche GTS/904
Shelby GT 500 thru 1967
Shelby Cobra GT 500 1969 - Coupe
Sting Ray 396

CLASS B

AMX Sports Coupe 290 thru 1969
AMX Sports Coupe 343 thru 1969
Aston Martin DB4
Aston Martin DB5
Aston Martin DB4 GT & Zagato
Cobra 289
Corvette 327
Corvette 283
Corvette Sting Ray 327 thru 1967
Corvette Sting Ray Roadster 327 1968
Corvette Sting Ray Roadster & Coupe
350 1969
Ferrari 250 GTO
Ferrari 275 GTB
Ferrari Berlinetta Lusso
Ferrari 250 GT-SWB
Ferrari GT California Coupe & Cabriolet
Ferrari 2 + 2
Jaguar E 3.8 & 4.2
Porsche 911E Coupe/Targa Cabriolet 1969
Porsche 911S Coupe/Targa Cabriolet 1969
Shelby GT 350 thru 1966
Shelby GT 350 1-4V 1967
Shelby Cobra GT 350 Coupe 1969

CLASS C

Abarth Simca 1300
Alfa Romeo TZ
Datsun SRL 311U (Nikuni)
Ginetta G4-1500
Lotus Elan thru S-4 (Roadster, Coupe,
Drophead)
Lotus Elan Plus Two
Mercedes Benz 300SL
MGC, MGC GT
Morgan Super Sports
Osca 1600 GT
Porsche Carrera 1500, 1600
Porsche 356B, C2000CS
Porsche 911, 911S, 911L (Coupes) thru
1968
Porsche 911T Coupe/Targa - Cabriolet
1969
Sunbeam Tiger 260
Toyota 2000 GT
Triumph TR-5
Triumph TR-250
Triumph TR-6 (F.I.)
Triumph TR-6 (Stromberg)

CLASS D

AC Bristol, ACECA Bristol
Alfa Romeo 2600 Sprint & Spider
Alfa Romeo Duetto 1750

Arnolt Bristol

Austin Healey 3000
Daimler SP 250
Datsun SRL 311 U (Hitachi)
Elva MK III 1800 & MK IV 1800
Elva MK IV T1800
Fairthorpe Electron
Fiat Abarth 1000 DOHC
Ginetta G-4 1000
GSM Delta
Jaguar XK 120, 140, 150
Lotus Super Seven
Lotus MK 46 Europa
Marcos GT 1000
Mercedes Benz 280 SL
SAAB Sonnet V-4
Speedwell GT 2A, 2B
Triumph TR-4
Triumph TR-4A IRS
Turner Climax
TVR MK III 1800
TVR Climax
Yenko Stinger

CLASS E

Alfa Romeo Duetto 1600
Alfa Romeo Giulia Spider Veloce 1600
Alfa Romeo Giulia Sprint GT & GTC
Alfa Romeo Sprint Speciale
Austin Healey 100-6
Elva Mark IV T Ford
Elva MK I, II, III, 1622
Elva MK IV 1622
Fairthorpe Electron Minor
Lotus Elite
Mercedes Benz 250 SL
MGB, MGB GT
Morgan + 4
Porsche 912 thru 1968 - Coupe
Porsche 912 Coupe/Targa - Cabriolet
1969
Porsche 356C/1600SC & 356B Super
90
Porsche 356 1500/1600 A, B, C
Triumph TR 2, 3, 3A, 3B
Triumph GT-6 thru 1968
Triumph GT-6 Plus 1969
Turner 1500
TVR MK III 1622
TVR Vixen 1600 Ford
Volvo 1800 (1990cc) 1969
WSM GT

CLASS F

Alfa Romeo Giulietta Super 1300
Alfa Romeo Sprint Speciale
Alfa Romeo Giulia Sprint & Spider 1600
Alfa Romeo Spider 1300 Junior
Alpine A100 - 1100
Austin Healey 100-4
Austin Healey Sprite 1275
Datsun SPL 311 & SPL 311U
Fiat 124 Sport Spider
Fiat Abarth OT 1300/124 Coupe
Glas GT 1700
Lotus 7 + 7 America
Mercedes Benz 230 SL
MGA 1500, 1600, 1622
MGA Twin Cam
MG Midget 1275

Morgan 4/4 MK V
 Sunbeam Alpine
 Triumph Spitfire MK III 1300
 Volvo P 1800_s (1780cc)
 CLASS C
 Alfa Romeo Sprint & Spider 1300
 Alpina A-108-1000
 Abarth OTS 1000 Coupe
 Austin Healey Sprite 1100
 Austin Healey Sprite AN 8
 Datsun SPL 310U
 Fiat Abarth 1000 Pushrod
 Fiat Abarth OT 1000 Spider
 Fiat 1500 Spider DOHC
 Fiat 1500 Spider & Cabriolet
 Glas 1300 GT
 Honda S800
 Matra
 MG Midget 1100
 MG Midget AN 3
 Porsche 1300
 Rene Bonnet CRB
 Triumph Spitfire MK I & II
 Turner 950S
 CLASS H
 Austin Healey Sprite 948 MK I & II
 DB HBR5 851-954
 Fiat 850 Spider
 Fiat 1200 Spider
 Fiat Abarth 850S, 750GT, 750MM
 Honda S600
 MG Midget 948
 MGTC, TD, TF 1250
 MG TF 1500
 Morgan 4/4 MK IV
 NSU - Wankel - Spider

3. SCCA SPORTS RACING CATEGORY (GROUP 7) (Formerly called SCCA Modified Category)

3.1 The SCCA Sports Racing Category shall be for automobiles which are designed and constructed for road racing competition, offering provisions for driver and a passenger, basically suitable for driving over normal roads. They shall conform to the following requirements.

3.2 Classification

Classification of cars shall be according to engine displacement as follows:

A — Over 2000 cc

B — Over 1300 cc and below or equal to 2000 cc

C — Over 850 cc and below or equal to 1300 cc

D — Below or equal to 850 cc

Supplementary regulations for an event or series of events may provide for combining any of these classes.

Supercharged cars shall be classified according to their displacement times a factor of 1.4.

Special engines

Cars with special engines shall be classified according to a displacement equivalent determined as follows:

Rotary Piston Engines:

Cars with rotary piston engines covered by the NSU-Wankel patents shall be classified on the basis of a piston displacement equivalence of twice the volume determined by the difference between the maximum and minimum capacity of the working chamber.

Turbine Engines:

Cars with Turbine engines shall be classified on the basis of a displacement equivalent formula and shall be limited to a maximum equivalent displacement of 3000 cc.

The formula is as follows:

$$A = \frac{C \times 0,09625}{(3,10 \times R) - 7,63}$$

A = High-pressure nozzle area—expressed in square centimetres—by which is meant the area of the

air-flow at the exit from the stator blades (or at the exit from the first stage if the stator has several stages.) Measurement is done by taking the minimum area between the fixed blades of the high pressure turbine first stage. In cases where the first stage turbine stator blades are adjustable, they will open to their greatest extent to present the greatest area for the determination of area "A".

The area of the high pressure nozzle is thus the product—expressed in square centimetres—of height by width and by the number of vane spaces.

C=Cylinder-capacity of the alternating piston engine expressed in cubic centimetres (formula 1:3000 cc).

R=The pressure ratio, i.e., the ratio of the compressor of the turbine engine. This pressure ratio is obtained by multiplying together a value for each stage of the compressor, as indicated hereafter:—

Subsonic axial compressor=1,15 per stage

Supersonic axial compressor=1.5 per stage

Radial compressor=4,25 per stage.

Thus, a compressor with one radial and six axial stages will be designated to have a pressure ratio of:—

$$\begin{aligned} &4,25 \times 1,15 \times 1,15 \\ &\quad \times 1,15 \times 1,15 \\ &\quad \times 1,15 \times 1,15 \end{aligned}$$

$$\text{or } 4,25 \times 1,15^6$$

3.3 Self Starter

Engines shall be started with an automatic self starter and on-board power supply. Any other method of starting the engine at the start or during a competition is prohibited.

3.4 Brakes

These cars shall be equipped with a dual braking system operated by a single control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least two wheels.

A separate hand brake (emergency brake) is not required.

3.5 Coachwork

Coachwork shall provide comfort and safety for driver and a passenger. All elements of the coachwork shall be completely and neatly designed and finished, with no temporary or makeshift elements. The body shall cover all mechanical components, except that the intake and exhaust pipes may protrude.

a. Cockpit and Seats —

There shall be seats for the driver and a passenger of equal dimension and comfort, and equally disposed on each side of the longitudinal axis of the car. Seats shall be firmly attached in the car, but may provide for adjustment for the size of the occupant.

The passenger's space and seat shall remain available throughout the competition and shall not be encroached upon by any element of the car or equipment except as provided in these rules.

The passenger's compartment and seat shall not be sheltered by means of a tonneau cover of any type.

Driver and passenger space shall satisfy the following minimum dimensions:

- The inside minimum width of the compartment shall be 40 inches measured at the immediate rear of the steering wheel hub and at right angles to the longitudinal axis of the car, and must be unobstructed and maintained at least 10 inches in a vertical plane.

Seats must fulfill the following minimum dimensions:

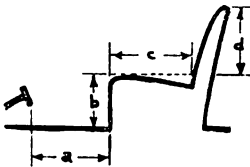


Fig. 1

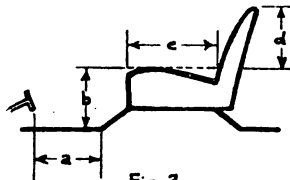


Fig. 2

a is always measured horizontally and parallel to the longitudinal axis of the chassis, between two vertical planes perpendicular to the longitudinal axis and defining from front to rear the open space on a level where such measurement is taken.

For the driver's seat, *a* is measured on the floor level, or at the bottom of any recess if need be, from the perpendicular of the furthest pedal in its position of rest.

For the passenger seat, this measurement is taken at a height of 8 inches above the floor, or at the bottom of the recesses, if need be.

In case of movable seats it is forbidden to alter the position of any seat while the car is being measured.

b is measured vertically from the rear of *a* to the horizontal plane tangent to the highest part of the cushion as shown on the drawings.

c is measured, in the horizontal plane defined above from the upper end of *b*, parallel to *a*, and tangent to the foremost point of back of seats.

The arrangement of the body must be such that:

$$a + b + c = 43 \text{ in. minimum}$$

The minimum width for the foot space for each person must be 10 inches measured at right angles to the longitudinal axis of the chassis.

b. Windshield —

All cars shall be equipped with a windscreen constructed of transparent material which shall provide equal and adequate protection for both the driver and passenger at all speeds. Windshield wipers are not required.

c. Visibility —

Coachwork shall provide visibility for driver and passenger forward and to both sides adequate for racing conditions. Rear view mirror(s) shall provide driver visibility to the rear of both sides of the car.

d. Doors —

Coachwork shall provide at least two rigid doors, thereby giving direct access to each of the seats. Each door shall accept a rectangle held in a vertical plane of at least 12 inches x 20 inches. These dimensions shall not include any area above the horizontal plane of the body and door panels. The door openings may not be obstructed in any way.

e. Fenders —

Fenders shall be firmly attached to the coachwork with no gap between body and fender.

Fenders shall be placed above the tires and shall cover them effectively by surrounding at least a third of their circumference. The rear of each fender shall not be higher than a horizontal line passing through the axis of the wheel. The width of each fender shall extend beyond the side of the tires when the wheels are parallel to the longitudinal axis of the car.

In case the fenders constitute a part of the body, or are partly overhung by the structure of the body, the combination of fenders and body, or the body alone, shall meet the above requirements.

f. Loss of coachwork —

All major body components such as front and rear hoods, fenders, doors, and windscreen must be maintained in normal position throughout the event.

3.6 Wheels and Tires

There shall be no restriction on the size of wheels or tires, provided they are identical for the right and left front axles, and identical for the right and left rear axles.

A spare wheel and tire are not required.

3.7 Safety Equipment

a. Fire extinguisher —

All cars shall carry during competition a dry chemical fire extinguisher of at least 2½ lbs. capacity. It must be securely mounted and may be located in the space provided for a passenger.

b. Scatter Shields —

The installation of a scatter shield is required on those cars where the failure of the clutch or flywheel could, due to its location, create a hazard to the driver. In addition, any rotating part of the drive train shall not pass openly through the driver and passenger compartment, but must be under the floor or fitted in tubes or casings firmly attached to the floor or chassis structure.

c. Roll bars —

Cars shall be equipped with a roll bar or structure to protect the driver in case the car overturns. It shall be firmly attached to the chassis structure and designed to withstand compression forces from the weight of the car as well as fore-and-aft loads from horizontal forces. Size, construction, and installation shall conform to current SCCA specifications.

d. Safety belts —

The car shall be provided with a 3 inch width safety belt of the metal-to-metal quick release type attached to the chassis structure designed to restrain the driver in his seat.

e. Exhaust system —

The exhaust system shall terminate behind the driver and passenger seats.

f. Firewall and floor —

Cars shall have an adequate firewall to prevent the passage of flame from the engine compartment or under the car to the cockpit. Openings in the firewall for the passage of engine controls, wires, and lines shall be of the minimum size necessary.

The floor of the cockpit shall be constructed to protect the driver by preventing the entry of gravel, oil, water, and debris from the road and engine. Bottom panels or belly panels shall be adequately vented to prevent the accumulation of liquids.

g. Bulkheads and Tanks —

No part of any fuel, oil, or water tank shall be exposed to any part of the driver and passenger compartment. Fuel tanks shall be vented to prevent the accumulation of fumes and to prevent fumes from passing into the driver or engine compartment.

Safety fuel tanks of a type comparable to those currently available from Firestone and Goodyear are highly recommended in all cars, and are required equipment in USRRC and Canadian-American Challenge Cup competitions.

Fuel tanks shall be isolated by means of bulkheads so that in case of spillage, leakage, or a

failure of the tank the fuel will not pass into the driver or engine compartment or around any part of the exhaust system.

Batteries shall be enclosed in a covered battery box to prevent leakage or spillage of fluid, and shall be firmly attached in the car.

h. *Closed cars* —

Adequate ventilation shall be provided to prevent the accumulation of fumes inside the car.

4. FORMULA SCCA

4.1 Class A

A. General

1. A single seat, for open-wheeled racing car with firewall, floor, and safety equipment conforming to the GCR.
2. Cars must be equipped with on-board self starter controlled by the driver in normal driving position.
3. The driver's seat must be capable of being entered without the removal or manipulation of any part or panel.
4. Cars shall be equipped with a dual braking system operated by a single control. In case of a failure or leak at any point in the system, effective braking power shall be maintained on at least two wheels.
5. No part of the frame or body shall project beyond a plane connecting the vertical centerlines of the front and rear tires.
6. Power may not be applied to more than two wheels.

B. Engines

1. 3000 cc unrestricted
 - a. engines of unrestricted origin over 1100 cc and below or equal to 3000 cc.
 - b. Supercharges permitted on engines below or equal to 1500 cc.
 - c. Rotary piston engines: cars with rotary piston engines covered by the NSU-Wankel patents will be admitted on the basis of a piston displacement equivalence. This equivalence is twice the volume determined by the difference between the maximum and minimum capacity of the working-chamber.
2. 5000 cc restricted
 - a. Engines approved by the SCCA, of US manufacture, pushrod operated valve mechanism, and produced in quantities of at least 5000 per year.
 - b. Engines may be modified or altered as desired except as follows:
 - (1) Maximum displacement shall be 5000 cc and may be obtained by alteration of bore and/or stroke as desired.
 - (2) Cylinder block and/or cylinder head(s) may not be substituted.

- (3) The location of the camshaft may not be changed.
- (4) The number of main bearings may not be changed.
- (5) Superchargers are not permitted.

C. Minimum Weight

(Minimum weights include coolant and lubricants; do not include fuel and driver.)

3000 cc unrestricted engine cars.....	1105 lbs.
5000 cc restricted engine cars.....	1250 lbs.

D. Fuel tank capacity

3000 cc unrestricted engine cars.....	26 US gallons
5000 cc restricted engine cars.....	30 US gallons

(Note: SCCA approved safety fuel tanks are required)

4.2 Class B

1. Single seat, four open-wheeled racing car with firewall, floor and safety equipment conforming to the GCR.
2. Displacement — over 1100 cc and below or equal to 1600 cc. Cars with rotary piston engines covered by the NSU-Wankel patents will be admitted on the basis of a piston displacement equivalence. This equivalence is twice the volume determined by the difference between the maximum and minimum capacity of the working-chamber.
3. Engines — shall derive from automobiles recognized by FIA in Appendix J Group 1 (Series Production Touring), Group 2 (Touring), or Group 3 (Grand Touring), and shall conform to definitions and specifications shown on the FIA recognition form of the homologated car.

Modifications permitted shall be identical to those allowed for SCCA sedans (see Appendix A, section 6, 'SCCA Sedans') Additionally, the following modifications are permitted:

- a. The use of any carburetor(s) fuel injection, or intake manifold(s)
- b. the use of any exhaust manifold(s).
- c. the use of any oil sump.
- d. the use of any oil pump.
- e. the use of a dry sump lubrication system.
- f. the use of any crank shaft of the stroke specified in the homologation forms for the engine.

g. main bearing caps may be reinforced or substituted.

4. Transmission — no more than five forward speeds.
5. Minimum weight in running condition (i.e. — includes coolant and lubricants; does not include fuel or driver): 848 lb.
6. Cars must use pump fuel only.
7. Cars must be equipped with on-board self starter controlled by the driver in the normal driving position.
8. The driver's seat shall be capable of being entered without the removal or manipulation of any part or panel.
9. Cars shall be equipped with a dual braking system operated by a single control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least two wheels.
10. Supercharging devices are not permitted.
11. No part of the frame or body shall project beyond a plane connecting the vertical center-lines of the front and rear tires.
12. Maximum fuel tank capacity: 19 US gallons

4.3 Class C

1. Single seat, four open-wheeled racing car with firewall, floor, and safety equipment conforming to the GCR.
2. Engine displacement below or equal to 1100 cc. Cars with rotary piston engines covered by the NSU-Wankel patents will be admitted on the basis of a piston displacement equivalence. This equivalence is twice the volume determined by the difference between the maximum and minimum capacity of the working-chamber.
3. Minimum weight in full running condition (i.e. — includes coolant and lubricants; does not include fuel and driver): 750 lb.
4. Cars must use pump fuel only.
5. Cars must be equipped with on-board self starter controlled by the driver in normal driving position.

6. The driver's seat must be capable of being entered without the removal or manipulation of any part or panel.
7. No part of the frame or body shall project beyond a plane connecting the vertical center-lines of the front and rear tires.
8. Cars shall be equipped with a dual braking system operated by a single control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least two wheels.
9. Supercharging devices are not permitted.
10. Maximum fuel tank capacity: 16 US gallons.

Modification of the float is allowed as long as no change is made to the float chamber and/or float valve.

- i. Fitting of any standard VW distributor.
- j. Removal of the intake manifold heat riser tube.
- k. Nothing must be done to interfere with the normal battery charging function of the generator.
- l. The installation of baffles housed completely within the original oil sump and crankcase.
- m. The use of an oil temperature indicating device in the crankcase.
- n. The use of any standard VW oil pump.
- o. The use of valve spring shims provided the fitted length of the spring is not less than the standard dimension.
- p. The following standard dimensions and tolerances of engine components are included as information and shall be observed:
 - Bore: 3.040"
 - Stroke: 2.520" \pm 0.005"
 - Exhaust Valve Dia.: 1.102" or 1.18"
 - Intake Valve Dia.: 1.18" or 1.24"
 - Min. Capy. of One Combustion Chamber in Head: 43.0 c.c.
 - Min. Depth, Top of Cyl. Barrel to Top of Piston: 0.039"
- q. The use of any VW clutch of the same diameter as fitted to standard VW sedan as defined herein.

5.6 Transmission-Rear Axle

The transmission-rear axle assembly shall be standard VW sedan, as defined herein. The synchromesh components must be in place and operating on at least three gears.

Allowed:

- a. Installation of any standard VW gear set which can be fitted without modification of any component of the transmission or of the gear set itself and the transposing of the ring gear to provide proper axle rotation.
- b. Removal of the handbrake linkage.
- c. Alteration of the shock absorber mounts.
- d. Transmission may not be installed in an inverted position.
- e. The use of a limited-slip differential device is prohibited.

5.7 Ballasting

No ballasting is permitted.

5.8 Frame

The frame/chassis shall be constructed of steel tubing of a maximum diameter or width of four inches and be of a safe and suitable design.

There may be no frame/chassis rigidity or strength derived by means other than the frame tubes. Stressed skin, monocoque or semi-monocoque construction is not permitted, except that:

- a. The firewall panel may be rigidly attached to the frame tubes; and,
- b. The undertray (belly pan) may be rigidly attached to the frame, provided that the curvature of the undertray, measured vertically from its lowest point to the highest point of its attachment to frame members at its sides, may not exceed one inch.

5.9 Body

The body must enclose the engine by surrounding it from a point no higher than the lower edge of each valve cover and extending from the front of the engine to its rear on each side. The top of the rear deck must extend from the back of the firewall to a point in line with the rear of the transmission housing, but may have air intake openings.

The rear trailing arms, coil springs and shock absorbers may not be faired in by covering or shrouding them away from the airstream. Specifically, the front mounting point or radius pad may be inside the trailing edge of the side body panel so long as the panel does not extend back over the trailing arm itself.

The drivers' seat must be capable of being entered without the removal or manipulation of any part or panel. Firewall, floor and safety equipment must conform to the General Competition Rules of the SCCA.

No part of the frame or body shall project beyond a plane connecting the vertical centerline of the front and rear tires.

Air ducting may be utilized provided it is attached to the body or frame of the car. Ducting may not be made part of or attached in any way to the engine assembly.

5.10 The use of the following non-standard VW replacement parts is allowed. These parts must be normal replacement parts and shall not result in any unauthorized modification of any other component.

Allowed:

- a. Fasteners (nuts, bolts, screws, etc.)
- b. Wiring.
- c. Gaskets and seals.
- d. Brake lines and fuel line.
- e. Spark plugs.
- f. Piston rings.
- g. Wheel bearings.
- h. Connecting rod bearings and crankshaft main bearings of same type and size as standard VW.
- i. Fan belt.
- j. Brake shoes and brake-lining.
- k. Valve guides.

5.11 Battery

The use of any 6 volt battery is allowed.

6. SCCA Sedans

6.1.a. Automobile Eligibility

SCCA Sedans shall be those makes and models of cars which are recognized and homologated as follows:

1. The SCCA shall recognize and publish a listing of those cars which are eligible as SCCA Sedans of over 2000 cc engine displacement.
2. The SCCA shall recognize as SCCA Sedans those automobiles homologated by the FIA as Series Production Touring Cars (Group 1) or Touring Cars (Group 2), and which are of less than 2000 cc engine displacement.
3. Regardless of FIA or SCCA recognition as above, the following categories of cars shall not be eligible as SCCA Sedans:
 1. Cars with a wheelbase of more than 116".
 2. Cars with engine displacement of more than 5000 cc (305 cu. in.).
 3. Convertibles or sun roofs.

6.1.b. Recognition Forms

All cars recognized by the FIA or the SCCA are described in detail on a Recognition Form, thereby enabling identification of the make and model, its specifications, and approved optional equipment. In order to be valid, the Recognition Form must carry the approval of the FIA or SCCA, whichever is applicable.

Entrants of SCCA Sedans must have in their possession the Recognition Form for the make and model entered, and shall make these forms available to the Scrutineers on request. If the Recognition Form is not made available to the Scrutineers, the race officials may refuse to allow participation of that car.

In case of doubt involving specifications not adequately described on the Recognition Form, the Scrutineers may refer to maintenance books, spare parts books, or general catalogs published by the manufacturer for that make and model.

If a car is in complete compliance with its Recognition Form, the year of its manufacture is immaterial.

It is the responsibility of the competitor to obtain the complete Recognition Forms concerning his car.

- a. In the case of cars less than 2000 cc engine displacement, these Forms are available from the National Automobile Club of the country in which the car is manufactured, or are available at \$5 each from:

ACCUS, FIA
433 Main Street
Stamford, Conn. 06901

- b. In the case of cars over 2000 cc engine displacement, Recognition Forms are available at \$5 each from:

SCCA
P.O. Box 791
Westport, Conn. 06880

- 6.1.c. The SCCA may at any time disapprove the eligibility of any previously recognized make and model, or specification, or item of optional equipment.

- 6.1.d. Automobiles must conform entirely with the specifications and description contained in the Recognition Form. For example, the engine specified in one model may not be used in another model even if the cars are of the same type and make. However, the SCCA may at its discretion allow certain items of equipment to be interchanged between different models. Such exceptions must be specifically approved and listed by SCCA to be valid.

6.2 Classes

Cars shall be classified according to engine displacement as follows:

- A - over 2000 cc and below or equal to 5000 cc
- B - over 1300 cc and below or equal to 2000 cc
- C - over 1000 cc and below or equal to 1300 cc
- D - below or equal to 1000 cc

6.3 Required Modifications

The following modifications are required on all cars competing in the SCCA Sedan Category.

- (a) All cars must meet the requirements specified in Appendix Z, Section 1.5.1 of the GCR. It is recommended that all Sedans be equipped with a roll cage as described in Appendix Z, Section H of the GCR.
- (b) Fuel filler openings must be located to the outside of the body and in such a position that fuel spillage will not enter the interior of the car. The standard or optional fuel filler neck and cap may be replaced or modified, and for this purpose the coachwork may be modified as required.

- (c) At least one main door window must be fully open during competition. An open vent window does not suffice.
- (d) Under no circumstances may cars weigh less than the minimum weight specified on Recognition Forms, or in the case of Class A cars, weigh less than 2900 lbs. Weight of the car is as raced, but without fuel and driver.

It is specifically prohibited to perform any operation on the chassis or body for the purpose of lightening or changing shape, unless specifically authorized elsewhere in these rules. This prohibition applies regardless of whether or not the car exceeds the minimum weight required.

- (e) There must be a metal bulkhead separating the driver compartment from the compartment containing the fuel tank. Such bulkheads may be added if the standard vehicle has none.
- (f) Any steering system locking mechanism which may be fitted by the manufacturer must be removed.
- (g) The following requirements apply to all cars entered in Trans-American Championship competitions:
 1. Cars must be equipped with safety fuel tanks meeting SCCA specifications. (See Appendix C)
 2. Standard bumpers may be removed as allowed elsewhere in these rules. However, if removed, they must be replaced by substitute bumpers of identical appearance mounted in the standard location. Parking lights mounted in the bumper may be removed, but the resulting hole in the bumper must be completely covered.

6.4 Authorized Modifications

A. General

1. It is not permitted to make any modifications, substitutions or alternations to the standard automobile and options as produced by the manufacturer in accordance with the Recognition Form for that car, unless such modifications are required under 6.3 of these rules, or authorized as follows.
2. In carrying out authorized modifications, it is not permitted to make any changes, alterations or modifications in any external element of the coachwork; that is, any part of the coachwork which is in the air stream and situated above a plane passing through the center of the wheel hubs.

3. Any springs on the automobile (such as valves, clutch, suspension, etc.) may be replaced by others of unrestricted origin, but with no change in the number provided by the manufacturer and on condition they can be fitted without alteration of the original supports or attachments.
4. It is permitted to modify the arrangement, location and materials of all cables and pipes provided for the passage of fluid elements (air, water, fuel, electric current, etc.). This rule also applies to the suspension system where applicable.

B. Chassis and Coachwork

1. Bumpers may be removed provided all projecting hardware also is removed. Bumpers may be replaced by substitute bumpers of identical appearance mounted in the standard location. Parking lights mounted in the bumper may be removed, but the resulting hole in the bumper must be completely covered.
2. Rear seat and seatback may be removed. The passenger seat may be removed. The driver seat may be replaced with any suitable seat. A racing type bucket seat providing lateral support for the torso is recommended.
3. Doors may be bolted or pinned to prevent their opening in case of accident. Pins or straps may be added to engine hoods and trunk lids to supplement or replace the latches. Standard hinges may not be removed.
4. Floor mats may be removed.
5. In order to provide clearance for wheels and tires, the interior of fenders may be altered except for the removal wholly or partially of panels separating the wheel wells from the engine, passenger and/or luggage compartments. The exterior contour of fenders may be altered to provide for tire clearance as long as there is no modification to the wheel opening and appearance is kept as nearly standard as possible.
6. The headliner may be removed.
7. Straps or clips for retaining windshields and rear windows in place are authorized and recommended.
8. Jacking points may be strengthened, their location may be changed or extra ones may be added.
9. Headlight covers may be fitted provided they do not influence the streamlining of the car.
10. The steering wheel may be replaced and the rake of the steering column may be altered.
11. Inside door handles, window cranks and the shafts which protrude through the trim panels may be removed. The balance of the door and window operating mechanism may not be removed.

12. The replacement, addition, or removal of accessories, gauges, switches, indicators, and other interior modifications for the convenience of the driver and to permit the installation of required safety equipment is authorized, provided such modifications have no influence whatever on the mechanical performance of the car. Such modifications do not include the substitution or replacement of any element of the coachwork or chassis (such as the dash). All window glass must remain installed and may not be replaced with different material than supplied by the manufacturer and listed on Recognition Form.

C. Tires, Wheels, Suspension

1. Substitute wheels of any type or material may be used provided there is no change in wheel diameter or rim width, or in the resulting track dimension from that specified on the Recognition Form.

Rim widths may not exceed 8" on Class A (over 2-liter) cars and 7" on the Class B cars even if wider rims are listed on the Class B cars even if wider rims are listed on the Recognition Form.

2. The spare tire may be removed.
3. The modification or substitution of front spindles and/or axle shafts, and modifications or substitution of hubs and bearings is permitted. These changes may not result in any changes in tread dimensions as measured from the centerline of the car, or any changes in other suspension components, or the suspension geometry.
4. The addition or substitution of anti-sway bars is authorized. Traction master type torque rods, panhard rods, and other similar rear axle locating devices may be used.
5. Any make or type of shock absorber may be used. It is not permitted to alter the number of shock absorbers, or their systems of operation (i.e. lever or telescopic) or their points of attachment.
6. Suspension bushings may be replaced by others of a different material provided they are the same type and size.
7. Quick change/knock-off type wheels are not allowed even if included on the Recognition Form.
8. Spacers (lowering blocks) may be used between leaf springs and their point of attachment on the axle housing. The type and location of the axle mounting for the leaf spring is free. Any leaf spring shackle may be used but it must be mounted to the chassis at the standard location.

D. Electrical System

1. The standard battery may be replaced by one of different make and capacity. The voltage of the battery and electrical system may not be changed. The battery location must remain in the coachwork compartment in which the battery is originally mounted.
2. The standard generator may be replaced by one of different make and capacity or by an alternator, provided the attachment location and the driving method remain unchanged. Mounting brackets may be modified or replaced. Any regulator may be used.
3. The make and location of the ignition coil and condenser may be changed.
4. Any distributor may be used provided its installation does not require any modification of the engine.
5. Transistor ignition is permitted provided its installation does not require any modification of the engine.
6. Any make or type of spark plug may be used.
7. Additional relays and/or fuses may be installed.
8. The use of any starter is permitted provided it can be fitted without modification to the engine.

E. Engine and Drive Train

1. Any exhaust manifold or exhaust headers may be used. Exhaust pipes and mufflers may be replaced with straight pipe(s).
2. Substitution of the clutch and flywheel is allowed provided there is no increase in clutch diameter.
3. Exhaust emission control air pumps and associated lines and nozzles cannot be modified in any way except that they may be completely removed. When these air nozzles are removed from a cylinder head, the holes must be completely plugged.
4. Class A (over 2-liter) cars are permitted to overbore without limitation except that the resultant displacement may not exceed 305 cu. in.

Other cars may rebore a maximum of 1.2 mm over the standard size, however, the resulting increase in engine displacement may not result in a total displacement exceeding the class limit for that car.

5. The cooling fan may be modified, substituted or removed.
6. Any pistons may be used.
7. Any camshaft(s) may be used. The standard or recognized optional tappets (cam followers) must be used.
8. It is permitted to lighten, balance or modify in shape by tooling the standard or optional components of the engine and drive train provided it is always

possible to identify them positively as such. It is not permitted to add any material or mechanical extension.

Additional shims required for valve adjustment or for maintaining the geometry of the valve train after machining operations are allowed.

The use of alternate engine and drive train components which are normally expendable and considered replacement parts, such as seals, bearings, valves, valve guides and valve seats, are allowed provided they are of the same type and dimension. Bushings may be installed where none are fitted as standard.

The substitution of valve spring retainers and keepers is permitted.

Any push rods may be used.

Generator, crankshaft, and water pump pulleys may be altered or replaced with others of unrestricted origin. The use of any crankshaft vibration dampener is allowed.

The compression ratio may be increased by machining, using a thinner gasket, or using no gasket.

9. Any oil pan (sump) may be used. The use of any oil pick up is allowed provided there is no modification required to the oil pump.
10. Any final drive ratio may be used except that no substitution of the gear housing is permitted.
11. Any limited slip or locked differential may be used except that no substitution of the differential housing is permitted.
12. Any transmission ratios may be used in the standard or recognized optional transmission. The number of forward and reverse gears may not be changed.
13. Any modification may be made in the linkage between the clutch pedal and the clutch housing including the replacement of mechanical linkage with a hydraulic system.
14. A heavy duty propeller shaft (drive shaft) may be used in place of the standard shaft.
15. The installation of any vent or breather on the engine, transmission or differential and the use of oil catch tanks is permitted.
16. Any engine oil filter may be used.

F. Cooling System

1. The use of any engine, transmission, and differential oil cooler is permitted provided it (they) are mounted completely within or under the coachwork but not in the driver/passenger compartment. Oil pump(s) may be added to the transmission and differential for the oil cooler(s). Air ducts may be fitted to the oil cooler(s) provided they do not extend more than 12 inches in any direction from the oil cooler fins.
2. The use of any water radiator is allowed provided the standard radiator mounts are retained and there are no changes in the body, chassis or internal structure of the car to accommodate its use. Separate expansion or header tanks are permitted.
3. Sealing or shrouding the air flow area between the normal grille opening and the water radiator is permitted.
4. On water cooled cars, thermostats may be modified, removed or replaced with blanking sleeves or restrictors.

G. Fuel Induction Systems

1. The carburetor(s) provided by the manufacturer may be replaced by another (others) of a different size or make, provided the number of carburetors and venturis be the same as provided by the manufacturer, and that they can be mounted on the intake manifold of the engine without using any intermediary device, and by using the original attachment parts.

Any alteration to the standard fuel injection components is allowed except:

- Changing the location, type or number of the air throttles (butterfly, slide, etc.), or changing the inside dimensions of the air duct at the air throttle.
 - The addition of material to the intake manifold.
 - Changing the number or location of the injection nozzles.
 - Changing the make and model of the fuel metering and/or fuel distribution unit. The fuel metering and/or fuel distribution unit may be modified without restriction, provided that it can be positively identified as that fitted as standard equipment.
 - Any linkage may be used between the carburetor throttles and the accelerator pedal.
2. Any air filter may be used or the filter may be removed. Dynamic air intakes may be fitted on the carburetors.

3. Any fuel pump(s) may be used and the location of the pump may be changed. Fuel lines may be relocated except they may not pass through the driver compartment. Fuel lines of a different type or size may be used and they may be provided additional protection.

H. Brakes

1. The use of dual master cylinders and pressure equalizing devices is permitted.
2. Any brake lining may be used provided the dimension of the inner friction surface is not increased.
3. A servo-assist system may be used.
4. Backing plates or dirt shields may be ventilated and air ducts may be fitted provided no changes are made in the bodywork. Dirt shields may be removed.
5. The handbrake in its entirety may be removed.
6. Any brake lines may be used, they may be relocated, and may be given additional protection.

I. Safety Fuel Tanks

1. General

Fuel tanks in Sedan Category cars may be substituted with safety fuel tanks conforming to the SCCA safety fuel tank standards. Such safety fuel tanks must be produced by manufacturers specifically approved by the SCCA and shall be of the standard dimensions and capacities below:

22 Gallon	W 17"	L 33"	H 9"
15 Gallon	W 17"	L 24"	H 9"
8 Gallon	W 12"	L 20"	H 9"

Bladder type tanks shall utilize a container of 20 gauge steel (min.) – add ¼" to each dimension above for maximum outside dimensions of the container.

2. Capacity

There shall be no restriction on fuel capacity when installing safety fuel tanks except for Trans Am Competition (see Appendix C) and the installation of more than one of the standard 22, 15 or 8 gallon tanks is permitted.

3. Installation, Fittings, Lines

Internal body panels may be modified to accommodate the installation of safety fuel tanks as long as such modification serves no other purpose.

Filler caps, fuel pick-up openings and lines, breather vents and fuel filler lines shall be so designed and installed that if the car is partially or totally inverted, fuel shall not escape. If the fuel filler cap is not located directly on the fuel tank, a check valve must be incorporated in the fuel tank to prevent fuel escaping if the cap and filler neck is torn from the tank.

Fuel tank breathers must vent outside the car.

The tank need not incorporate a drain fitting.

It is recommended that all lines and filler openings be incorporated in a single fitting located at the top of the fuel tank.

7. Formula F

Definition

A formula for single-seat, open-wheel racing cars using standard Ford Cortina 1600 GT 'crossflow' engines and with firewall, floor, and safety equipment conforming to the GCR.

1.2 Engine

A. General

The engine shall be standard Ford Cortina 1600 GT 'crossflow' and may not be altered, modified or changed in any respect unless specifically authorized herein.

Balancing and polishing is permitted within the following tolerances. Dimensions and weights must be within these tolerances except where otherwise stated:

- (a) Fully non-machined surfaces.within 2.50%
- (b) Machined surfaces.within 0.15%
- (c) Weights of partly machined parts.within 1.00%
- (d) Weights of fully machined parts.within 0.75%

B. Block

Bore: May be enlarged for clearance between cylinder and piston.

- Maximum compression ratio. 9.5:1
- Minimum combustion chamber volume
per cyl.47cc
- Deck height at TDC.025 in. (min.)

C. Cylinder Head

Depth of combustion chamber: 0.12"

Maximum width of combustion chamber measured from front to back at nearest possible point to deck:	3.15"
Diameter of ports at manifold face of head,	
Inlet:	1.37"
Exhaust:	1.13"
Head thickness measured from rocker box face to deck: (.020" tolerance):	3.20"
Minimum cyl. head combustion chamber volume per cylinder:	7.8cc
Std. head gasket must be used — part No. 2737E-6051-A	

D. Inlet Manifold

Weight with studs ($\pm 2 \frac{1}{2}\%$)	3.0 lb.
Outer ports:	1.45" x 1.25"
Inner ports:	1.25"
Carburetor flange:	2.985" x 1.355"

Machining of the carburetor flange to the horizontal is permitted.

E. Pistons

The following pistons may be used:

Standard grades 0 through 7	Part No. 2737E 6110-F or 2737E 6110-G
First oversize (.0025")	Part No. 2737E 6110-A
Second oversize (.015")	Part No. 2737E 6110-B
Depth of bowl ($\pm .005$ ")	0.50"
Maximum width of bowl:	2.28"
Minimum volume of bowl:	31.50cc
Centerline of wrist pin to crown:	Max. 1.739"
	Min. 1.735"
Overall height:	3.30"
Weight with rings and pin:	1 lb. 5 oz.
Weight of pin: (± 2 grams):	115 grams

All three piston rings must be fitted.

F. Valves

Distance apart at centers:		1.54"
Maximum diameter:	Inlet:	1.50"
	Exhaust:	1.25"
Overall length	Inlet:	4.28"
	Exhaust:	4.26"
Weight	Inlet:	86 grams (3.034 oz)
	Exhaust:	64 grams (2.257 oz)

Re-profiling is not permitted.

G. Camshaft (Part No. 116E-6250A)

Lobes, heel to toe:	Inlet:	1.31"
	Exhaust:	1.312"
Base circle radius:	Inlet:	0.540"
	Exhaust:	0.545"
Lift at spring cap:	Inlet:	0.341"
	Exhaust:	0.337"
Lift at top of pushrod:		0.23"
Timing (Tappet settings: .016" inlet, .026" exhaust) ($\pm 4^\circ$)		
	Inlet: Opens:	27 ⁰ BTDC
		Fully open: 109 ⁰ ATDC
		Closes: 65 ⁰ ABDC
	Exhaust: Opens:	65 ⁰ BBDC
		Fully open: 109 ⁰ BTDC
		Closes: 27 ⁰ ATDC

Camshaft lobes may not be re-profiled.

Valve Springs

Maximum diameter:	1.15"
Mean diameter of wire:	.152"
Free length after use:	1.47"
Diameter of cap	1.07"
Total number of coils:	6

I. Pushrods

Minimum mean stem diameter:	.25"
Overall length:	7.64"
Weight:	50 grams (1.764 oz)

J. Connecting Rods

Part Number: 2737E 6200-B

Weight: 1 lb 7.25 oz.

K. Crankshaft

Part Number: 2737E 6303-A

Weight: 23.88 lb.

Crankshaft pulley: free

Stroke Dimension: 1.526" - 1.530"

L. Flywheel

Part Number: 2737E 6375-A

Weight with ring gear and dowels: 18 lb 12 oz ($\pm 2\%$)

M. Carburetor

Part Number: 2737E 9510B

Venturi diameter: Primary: 26 mm

Secondary: 27 mm

Permitted modifications:

- a. The fitting of any jets.**
- b. Modification to provide for the simultaneous operation of both butterflies.**
- c. The fitting of external anti-surge pipes.**
- d. The removal of the air cleaner.**
- e. The fitting of a velocity stack (intake air horn).**

N. Exhaust Manifold: free

O. Lubrication System

Oil sump and pump: free

'Dry sump' is permitted.

P. Cooling System

Radiator, fan and water pump: free

Tooth belt drive permitted.

Q. Electrical Equipment

Generator/alternator: free

Distributor: standard Autolite – No. 12100

Starter – required; make/model free

7.3 Transmission

Any transmission may be used with not more than four forward gears and an operational reverse gear.

7.4 Final Drive

Any final drive unit may be used except:

- a. Drive shall be to the rear wheels only**
- b. Limited slip and locked differentials are prohibited.**

7.5 Clutch

Free (including attachment to flywheel).

7.6 Fuel pump: free

7.7 Chassis

The chassis shall be of tubular steel construction with no stress bearing panels except bulkhead and undertray. The curvature of the undertray may not exceed 1 inch. Tubes may transport liquid. Monocoque construction is prohibited.

7.8 Suspension and Running Gear

All components shall be of steel with the exception of springs, hub adaptors, rear hub carriers, bearings and bushings.

Wheel spacers shall not exceed 1½..

Any shock absorbers may be used.

7.9 Body

- a. No part of the frame or body shall project beyond a plane connecting the vertical centerlines of the front and rear tires.
- b. The driver's seat must be capable of being entered without the removal or manipulation of any part or panel.
- c. Wings (airfoils) are prohibited.

7.10 Brakes

Free, except disc brakes are restricted to cast iron calipers

7.11 Wheels

Wheels shall be 13" steel disc type with a maximum rim width of 5½... Wheels must be of standard manufacture, but the offset of the center disc may be altered.

7.12 Minimum Weight

881.6 lbs. (400 kgs) — including coolant and lubricants, not including fuel and driver.

APPENDIX B

SCCA NATIONAL CHAMPIONSHIP

1. National Champions

The SCCA shall designate a champion in each Division for each class of automobile eligible to compete in National events. These championships shall be determined annually on the basis of a driver's accumulation of points earned in his best performances in a maximum of six National races of which no more than two held outside the driver's home Division shall be counted.

A driver's Division shall be determined by his official Region of Record as recorded in the membership files at the SCCA National Office. A driver may not change his Division for the purpose of accumulating National points after the running of the third National race within his Division. A driver desiring to change his Division for the purpose of accumulating National points must do so by changing his region of Record at the National office prior to the running of said third National event.

Winners of these championships shall be designated Northeast, Southeast, Central, Midwest, Southwest, Northern Pacific and Southern Pacific Champions in each class.

Ties in the final point totals shall be resolved on the basis of each driver's record of first place finishes; then if necessary second place finishes; then if necessary third place finishes. If two or more drivers have accumulated the same number of first, second and third place finishes in the races counted, they shall be considered tied for the championship.

These championship standings shall determine driver eligibility for invitations to the annual SCCA Interdivisional Championship event (ARRC).

The SCCA shall designate the winner of each class competition held at the annual Interdivisional Championship event as the National Champion for that class.

2. National Events

Each year the SCCA shall designate a series of National events open only to drivers holding SCCA National Competition Licenses. Each such event shall provide a competition for each class of automobile recognized in Rule 5.1 of the GCR. National Championship points shall be awarded in each eligible class.

The minimum length of competitions counting for National Championship points shall be scheduled for 30 minutes or 45 miles. There shall be at least 45 minutes of practice time available to every competitor, preferably more and in more than one session. Each competing driver shall complete at least five laps of observed practice.

3. Interdivisional Championship Event

SCCA shall schedule an event each year called the American Road Race of Champions (ARRC), open by invitation to the highest placing drivers in the National point championship series held in each Division. The ARRC event shall determine the SCCA National Champion in each eligible class. Supplementary Regulations defining driver and automobile eligibility, location, date, and other details of this event shall be published by SCCA.

4. Point Awards

Points in National races shall be awarded to leading finishers by class and category of automobile on the following basis:

<i>Number of Starters</i>	<i>Points Awarded for Position</i>
2	1st only
3	1st and 2nd
4	1st, 2nd, and 3rd
5	1st, 2nd, 3rd, and 4th
6	1st, 2nd, 3rd, 4th and 5th
7 or more	1st, 2nd, 3rd, 4th, 5th and 6th

Two automobiles are required to form a class to earn points. Fewer than two automobiles in a class move up to compete for points in the next higher class of the same category. There are four such categories: Production, Sports Racing, Sedan and Formula SCCA. Automobiles move up until there are at least two in a class. No automobiles may be moved from a class which has two or more cars starting. It is not permissible to move up from Production category, Class A, Sports Racing category Class C, Sedan Class A or Formula SCCA Class A. Points earned by drivers of automobiles moved up in class shall be recorded in the class to which the automobile actually belongs.

No points shall be awarded in a class of less than two automobiles.

Points for finishing position in SCCA National events shall be:

<i>Position</i>	<i>Points</i>
1st	9
2nd	6
3rd	4
4th	3
5th	2
6th	1

Points shall normally be awarded to one driver per automobile for placing in one pre-designated competition per championship event. When more than one driver finishes a given automobile, neither shall therefore be awarded points, except in those events where the Supplementary Regulations provide for the nomination of co-drivers, such as in endurance races, where points shall be awarded in full to each driver who is approved to drive the placing automobile and who completes the minimum distance specified in the Supplementary Regulations for the competition.

APPENDIX C

TRANS-AMERICAN CHAMPIONSHIP

1. *Purpose* — The SCCA Trans-American Championship is an annual series of events for Sedan Category automobiles to determine a manufacturer champion in over-2-liter and in under-2-liter cars. These events are held under the SCCA General Competition Rules.
2. *Trans-American Championship* — The SCCA will recognize a Manufacturer Champion in each of two displacement classes according to point awards accumulated in Trans-American Championship events. These classes are:

Below or equal to 2000 cc;

Over 2000 cc and below or equal to 5000 cc

The SCCA shall award championship points and maintain the point standings. Points will be awarded to manufacturers based on their highest finishing position within each class in each competition as follows:

1st	9 points
2nd	6 points
3rd	4 points
4th	3 points
5th	2 points
6th	1 point

The championship shall be determined on the basis of the highest number of points earned by each manufacturer in each class, taking into account the best performances in a maximum of three-fourths (or the next highest whole number) of the Trans-American Championship events held during the year.

In case of ties in final point standings, they shall be resolved according to each manufacturer's record of first place finishes, then if necessary the number of second place finishes, then if necessary the number of third place finishes. If two or more manufacturers have earned the same number of first, second and third place finishes and are tied in the number of points earned, the tie shall stand.

3. *Minimum Distance* — The minimum distance of each competition shall be at least two-and-a-half hours. The event may be scheduled for a given number of laps which can reasonably be expected to equal at least two-and-a-half hours in length.

4. *Drivers* — Drivers shall possess a valid FIA driver's license. Drivers shall drive only the cars for which they are listed on the entry unless approval for a driver change is obtained from the Chief Steward.

Once a driver has driven a given car in the competition, he may not subsequently drive another car in that competition. A driver may not drive for more than four consecutive hours, and may then resume driving only after a rest period of at least thirty minutes.

5. *Automobiles* — Cars shall conform with the provisions of the SCCA Sedan Category (ref: GCR, Appendix A).

The maximum allowable wheelbase shall be 116".

The maximum allowable engine displacement shall be 5,000 cc (305 cubic inches).

Identification numbers will be assigned to each car and must be carried on both sides, the front and the back. They shall be black on a white background, a minimum of 14" high with a minimum stroke of 2", and are subject to the approval of the Chief Timer and Scorer.

Cars will be classified in two championship classes according to engine displacement as follows:

Below or equal to 2000 cc;

Over 2000 cc and below or equal to 5000 cc

The SCCA Scrutineer may at his discretion order disassembly of the automobile as required to confirm its eligibility under these rules. The entrant shall be responsible for performing the disassembly, the re-assembly, and any resulting expense incurred.

All cars are required to have standard SCCA approved safety fuel tanks of the following capacities and dimensions:

Over-2-Liter: 22-gallon capacity
W 17 $\frac{1}{4}$ " — L 33 $\frac{3}{4}$ " — H 9 $\frac{1}{4}$ "

Under-2-Liter: 15-gallon capacity
W 17 $\frac{1}{4}$ " — L 24 $\frac{1}{4}$ " — H 9 $\frac{1}{4}$ "

The above dimensions are maximum allowable outside dimensions of the container.

6. *Rules of the Course and Pits* — The following rules shall apply to all Trans-American Championship events unless a specific exception is made in the supplementary regulations for an event.

a. Cars shall be started using only the onboard starter and power supply. Starting the engine by any other means, such as pushing or the use of an external power source, is not permitted. However, when a car is in the pits, the engine may be started by other

means with the consent of the Pit Marshal. Before returning to the course, the car must be restarted by the driver using only the onboard starter and power supply. The starter may not be used as a means of propulsion either on the course or in the pits.

- b. Not more than four persons will be permitted to perform mechanical repairs, adjustments, tire changes, refueling, etc., during the progress of the race. If the driver performs any work on the car, he counts as one of the four. An additional man may be stationed with a fire extinguisher but may not perform any work on the car.
- c. In addition to the personnel authorized above, it is permissible for a service company's technical inspector to step forward to examine a car's components or equipment. This inspector may not render any physical assistance.
- d. Each entrant must make his own arrangements for handling gasoline, water, and oil in his pit. Overhead fueling will be allowed from closed containers not more than six feet from the ground to the base of the container. Stands for such containers must be made of metal. Refueling hoses must have quick closing nozzles. Containers must have quick closing valves at the fuel outlet. Screw type valves are not permitted. Pressurized containers are not permitted.

Refueling equipment is subject to approval by the Chief Steward (or his designated representative) whose decision will be final.

Excessive spillage and/or careless handling of fuel will not be tolerated.

During refueling, no one may be under the car, and one person must be stationed with a fire extinguisher.

The driver is not required to be out of the car during refueling.

The engine is not required to be shut off during refueling.

If the car is out of gas on the course, the driver may obtain fuel from his pits in accordance with Paragraph (f) below.

- e. The entrant shall provide a fire extinguisher in his pits at all times. It must be in efficient working order and of adequate capacity and type to combat gasoline fire. This extinguisher is in addition to that which must be carried in the car.

- f. The driver only may repair the car on the course. He may walk to and from the pits to obtain parts and equipment or fuel, but may not receive any physical assistance.
- g. Drivers may not push their car while on the course. The officials may at their discretion move or assist a driver to move a disabled car without penalty to that car. If the car is able to continue the race, the engine must be started in accordance with Paragraph (a) above.
- h. The Chief Steward may order any car removed from the course which, in his judgment, constitutes a hazard to other competitors because of insufficient speed or any other reason.
- i. Cars removed from the working pit area will be considered to be withdrawn from the race.
- j. All major body components such as front and rear hoods, fenders, and doors must be maintained in normal position throughout the event. Cars losing bodywork during the race may be black-flagged off the course at the discretion of the Chief Steward.
7. *Qualifying and Starting Positions* — Cars shall qualify for starting position during the designated qualifying periods. It shall be the car/driver combination which qualifies for starting position. Each car shall therefore be considered officially qualified only if the qualifying time is achieved by a driver nominated to drive that car.
8. *Scoring* — In order to be considered a finisher, a car must cross the finish line and receive the checkered flag within 5 minutes after the lead car has received the checkered flag, and must also have completed at least one-half the distance of the race. Final standings will be determined by first ranking all finishers in order of their finishing position, and then ranking all non-finishers according to the number of laps completed. Cars completing the same number of laps will be ranked according to the time to complete those laps.

APPENDIX D

GRAND PRIX CHAMPIONSHIP

1. *Purpose* — The SCCA Grand Prix Championship is an annual series of events to determine a single driver champion in open-wheel Formula cars. These events are held under the SCCA General Competition Rules.
2. *Point Awards* — The SCCA shall award championship points and maintain the point standings. Points will be awarded to drivers based on their overall finishing position in each event as follows:

1st	9 points
2nd	6 points
3rd	4 points
4th	3 points
5th	2 points
6th	1 point

The championship will be determined based on each driver's accumulation of points, taking into account the best performances in not more than three-fourths or the next highest whole number of Grand Prix Championship events held during the year.

In case of ties in final point standings, they shall be resolved according to each driver's record of first place finishes, then if necessary the number of second place finishes, then if necessary the number of third place finishes. If two or more drivers have earned the same number of first, second and third place finishes and are tied in the number of points earned, the tie shall stand.

3. *Minimum Distance* — The minimum distance of each competition shall be at least 100 miles.
4. *Drivers* — Drivers shall drive only the cars for which they are listed on the entry unless approval for a driver change is obtained from the Chief Steward.

Points shall be awarded to one driver per automobile. When more than one driver finishes a given automobile, neither shall be awarded points except in those events where the supplementary regulations provide for the nomination of co-drivers.

5. *Automobiles* — Cars shall conform with the provisions of Formula SCCA, Classes A, B or C (ref: GCR, Appendix A).

Identification numbers will be assigned to each car and must be carried on both sides and the front. They shall be black on a white background, a minimum of 8" high with a minimum stroke of 1½", and are subject to the approval of the Chief Timer and Scorer.

6. *Qualifying and Starting Positions* — Cars shall qualify for starting position during the designated qualifying periods. It shall be the car/driver combination which qualifies for starting position. Each car shall therefore be considered officially qualified only if the qualifying time is achieved by the driver nominated to drive that car.
7. *Rules of the Course and Pits* — The following rules shall apply to all Grand Prix Championship events unless a specific exception is made in the supplementary regulations for an event.
 - a. Not more than four persons will be permitted to perform mechanical repairs, adjustments, tire changes, refueling, etc., during the progress of the race. If the driver performs any work on the car, he counts as one of the four. An additional man may be stationed with a fire extinguisher but may not perform any work on the car.
 - b. In addition to the personnel authorized above, it is permissible for a service company's technical inspector to step forward to examine a car's components or equipment. This inspector may not render any physical assistance.
 - c. Each entrant must make his own arrangements for handling gasoline, water, and oil in his pit. Excessive spillage and/or careless handling of fuel will not be tolerated.

During refueling, no one may be under the car, and one person must be stationed with a fire extinguisher.

The driver is not required to be out of the car during refueling.

The engine is not required to be shut off during refueling.

If the car is out of gas on the course, the driver may obtain fuel from his pits in accordance with Paragraph (e) below.
 - d. The entrant shall provide a fire extinguisher in his pits at all times. It must be in efficient working order and of adequate capacity and type to combat gasoline fire. This extinguisher is in addition to that which must be carried in the car.

- e. The driver only may repair the car on the course. He may walk to and from the pits to obtain parts and equipment or fuel, but may not receive any physical assistance.
 - f. Drivers may not push their car while on the course. The officials may at their discretion move or assist a driver to move a disabled car without penalty to that car.
 - g. The Chief Steward may order any car removed from the course which, in his judgment, constitutes a hazard to other competitors because of insufficient speed or any other reason.
 - h. Cars removed from the working pit area will be considered to be withdrawn from the race.
 - i. All major body components must be maintained in normal position throughout the event. Cars losing bodywork during the race may be black-flagged off the course at the discretion of the Chief Steward.
8. *Scoring* — In order to be considered a finisher, a car must cross the finish line and receive the checkered flag within 5 minutes after the lead car has received the checkered flag, and must also have completed at least one-half the distance of the race. Final standings will be determined by first ranking all finishers in order of their finishing position, and then ranking all non-finishers according to the number of laps completed. Cars completing the same number of laps will be ranked according to the time to complete those laps.

Appendix F — Flagging and Communications Standards

The following shall be the basic standards for flagging and communications at all SCCA-sanctioned speed events:

1. *General Organization* The Communications Chief shall be responsible for the establishment and operation of the flagging and communications organization at each SCCA speed event. The purpose of this organization shall be to provide safe course control by the communication of information; specifically,

- a) To inform the drivers via flag signals of the condition of the course immediately ahead, or of any unusual situation affecting the race;
- b) To inform the Chief Steward, via the appropriate channel, of the condition of the course and the competing cars, and of any situation requiring action by the Officials.
- c) To relay instructions from the Officials to emergency vehicles deployed around the course.

2. *Central Control Station* The Communications Chief shall have charge of the Central Control Station where all communications affecting the control of the event are carried out. The Central Control Station shall maintain immediate liaison with the Chief Steward and all corner stations.

3. *Corner Stations*

- a) *Number*—There shall be a sufficient number of corner stations established and manned to keep the entire course under observation at all times and to protect all areas of the course not immediately visible to oncoming drivers.
- b) *Location*—Each corner station shall be located in accordance with the following considerations: The flagman to have a clear view of the area to be covered; Maximum visibility of the flagman to the oncoming drivers; Maximum protection for the corner station crew from out-of-control automobiles.
- c) *Personnel*—Each corner station must be staffed by at least three persons; one flagman, one phone man and one safety man. In addition, one of these three shall be designated to be in charge of the corner station.

d) **Equipment**—Each corner station must be equipped with at least the following:

Device for communicating immediately, privately, and without interference with the Central Control Station, other corner stations, and other stations as appropriate.

The following flags or signalling paddles: Yellow, yellow and red striped, white, blue.

Dry chemical type fire extinguisher of at least 20 lb. size.

Pry bar of sufficient length to right an overturned automobile.

Asbestos gloves.

Linoleum knife or equivalent.

Broom (push type)

Oil-gasoline absorbent material.

Materials for record keeping.

Each black-flag station must additionally be equipped with the black and mechanical-black flags plus a blackboard or other means of displaying simultaneously the affected car's number.

Appendix L — SCCA Competition Licenses

Grade of License

Novice Permit: Issued only by the driver's home Region. Holder may participate in any SCCA-sanctioned driver school, and not more than two Regional events.

Regional License: Issued by the SCCA Competition Director upon completion of requirements. Holders may participate in Regional races, Hill Climbs, and Restricted races where eligible.

National License: Issued by the SCCA Competition Director upon completion of requirements. Holders may participate in National races, Regional races, Hill Climbs, Restricted races where eligible, may serve as instructors at driver schools, and are eligible to apply for an FIA driver's license.

License Term

All permits and licenses will be date-stamped with the year for which they are valid and they will remain valid until the following February 28th.

Licenses issued after November 1st will be stamped and valid for the following year. Licenses may be renewed after November 1st.

Participation Requirements

These requirements, which are specified for each grade of license, must be met by participation in and completion of National, Regional, Restricted, or FIA-listed events which are sanctioned by the SCCA. The following will not be considered as meeting these requirements:

1. Hill climbs
2. Driver schools
3. Races held as part of driver schools
4. Events not sanctioned by the SCCA
5. Events resulting in a DNS or DNF

Medical Requirements

1. An applicant for an SCCA competition license or permit must submit a completed, current SCCA physical examination-medical history form.
2. Medical forms are available from Regions and from the SCCA Competition Director.
3. Medical examinations are valid only for the calendar year stamped on the face, and the examination date must be in that year, except:

- a) Examinations dated after November 1st of one year shall be valid for the next year, and
 - b) Examination forms shall remain valid until February 28th of the succeeding year.
4. Applicants who progress from one grade of license to another within a calendar year need not submit another examination form.

Novice Permit and Log Book

A Novice Permit and Log Book is issued by an SCCA Region to enable student drivers to obtain the training and experience needed for a Regional Competition License.

Requirements

An SCCA member, over 21 years of age, who holds a valid operator's permit in his state of residence, applies for a Novice Permit only from his *home* Regional Executive (or designated representative such as Contest Board Chairman) by submitting the following:

1. Completed SCCA medical form
2. Fee of \$4.50 payable to Region
3. Two passport photographs

The applicant will receive the Novice Permit, with one photo, and also the GCR and PCS which will be provided by the Region. This permit must be presented at driver school.

Holders of Novice Permits must meet the following minimum driver school requirements before they may participate in a speed event:

1. Obtain the signature of the Chief Steward attesting to participation at each driver school attended
2. Complete a total of at least *6 hours* of in-car, on-course time at driver school events
3. Complete at least two driver school events with a "Satisfactory" rating

Upon completion of driver school requirements, the holder of a Novice Permit must:

1. Participate in two Regional events and obtain the signature of the Chief Steward attesting to satisfactory performance
2. Complete the requirements for a Regional license within a *maximum* of two calendar years.

Renewal

A Novice Permit may be renewed only once, when it expires at the end of the calendar year issued. It will be renewed by the home Region upon receipt of a new medical

form, fee, and photographs, and the old permit will be attached to the new. If the requirements have not been completed at the expiration of the renewed license, and the holder wishes to continue, he must start over again with no credit for schooling or Regional race participation.

Revocation

A Novice Permit may be revoked by the Divisional License Chairman upon recommendation by the Chief Steward of an event or the driver's home Region.

Applicants with Prior Racing Experience

The Chief Steward of a driver school, or the Divisional License Chairman, may waive all or part of the driver school requirements for drivers with prior racing experience.

Regional Competition License

Requirements

Holders of Novice Permits who have satisfactorily completed the driver school requirements and two Regional events may apply for a Regional license. Submit to:

SCCA
Competition License
P.O. Box 791
Westport, Connecticut 06880

1. Novice Permit with approving signature of the Regional Executive or his designated representative in the space provided
2. Current medical form (see Medical Requirements). Applicants may use the current medical form on file with home Region
3. Two passport photographs
4. \$5.00 Regional license fee payable to SCCA, Inc.

Refusal by the home Region to approve the application may be appealed by the applicant to the Divisional License Chairman for final decision.

Renewal

Regional licenses are valid for a calendar year. Renewal applications will be mailed automatically. Regional license holders may apply for renewal by submitting:

1. Completed renewal application with a record of participation in at least two events during the preceding calendar year
2. A new, completed medical form
3. Two passport photographs

4. \$5.00 license fee payable to SCCA, Inc.

Applicants with Prior Racing Experience

Participation requirements for issuance or renewal of a Regional Competition License may be waived in total or in part by the Divisional License Chairman.

National Competition License

Requirements

Drivers who have participated in at least four events as a Regional license holder within two calendar years may apply for a National license. Submit to:

SCCA
Competition License
P.O. Box 791
Westport, Connecticut 06880

1. Regional license with record of participation in at least four events in the past two calendar years signed by applicant. Events run as a novice do not count.
2. Current medical form (see Medical Requirements). Applicants who have submitted a medical form for the current year need not submit a new one.
3. Two passport photographs
4. \$5.00 National license fee payable to SCCA, Inc.

Renewal

National licenses are valid for a calendar year. Renewal applications will be mailed automatically. National license holders may apply for a renewal by submitting:

1. Completed renewal application with a record of participation in at least two events in the preceding calendar year, one of which must be a National or FIA-listed event
2. A new, completed medical form
3. Two passport photographs
4. \$5.00 license fee payable to SCCA, Inc.

Applicants with Prior Racing Experience

Participation requirements for issuance or renewal of a National Competition License may be waived in total or in part by the Divisional License Chairman.

FIA Drivers License

The holder of an SCCA National Competition License may secure his FIA Drivers License directly from SCCA on request and payment of an additional fee of \$10.00 to SCCA.

Appendix M — Medical Safety for Conduct of Speed Event

Purpose: To outline recommended minimum equipment and personnel needed to furnish and staff a Medical-Safety team.
Rules of conduct.

I. Equipment, minimum

1. Wheeled vehicles

- (a) two ambulances fully equipped for accident care
- (b) two fire trucks equipped to fight chemical, electrical, wood or fabric fires
- (c) two wreckers equipped with ropes, matting, and dolly; One to be equipped with "portapower" or similar hydraulically-operated jack to bend metal
- (d) two station wagons equipped at least with pads to be used as stretchers, and basic medical kit
- (e) pool of reserve station wagons: No basic equipment but should not contain personal belongings of owner; keys in ignition.

2. General safety equipment

- (a) jackknife, large
- (b) bandage scissors, large
- (c) gloves, asbestos ideal but heavy leather acceptable
- (d) pike-pole, crow bar; fire extinguishers at every flag station and in all first-line vehicles
- (e) blankets, asbestos or heavy wool (army type) to smother fires
- (f) warning klaxon to alert all emergency personnel, distinctive, loud and like no other racing sound
- (g) strips of yellow cloth, or yellow scarfs to tie to antenna of station wagons so they may be more easily seen by drivers and identified as unusual but official vehicles

3. Medical equipment

- (a) basic medical kit — type to go with wheeled equipment
- (b) first-aid station supplies
- (c) major casualty field kit

II. Personnel

General: Race safety is a full-time job. When need arises, it is unexpected and immediate. Race safety personnel cannot have two jobs, should never enter events, and should always be with their wheeled vehicle when on duty.

1. Physicians — those engaged in active traumatic surgery are best but it must be remembered that all physicians have had this basic training during internship.
2. Nurses — emergency room nurses preferred.
3. Ambulance crews — should be professionals who do this as their livelihood; members of the Region in a leased ambulance not advisable.
4. Firemen — both full-time and volunteer departments have the duty sense required to handle this assignment.
5. Wrecker crews — ordinary wrecker crews are rarely in a hurry and do not have to be careful of the wrecks they handle; race wrecker crews require some restraining and retraining; Region members can work here under one trained operator.
6. Police — assigned to wreckers and first-aid areas; Medical-safety teams cannot work with a crowd problem.
7. Medical secretary — to record basic nonmedical facts and to see that medical records are kept.
8. Insurance team (optional) — purpose is to go to scene of accident and get photos and eyewitness accounts of accident.

III. General Operating Rules

General: Duty assignment is sacred. When on duty, personnel sit in or on their wheeled vehicles. Watching the race is of secondary importance. Actually, these people usually have the "best seats in the house."

When an accident occurs, there is no time to go looking for drivers or doctors or firemen. When an ambulance is dispatched, it is assumed that there is a doctor on board.

At least a double crew of professional people is important. This allows for rotation of duty and off duty, and rotation of station. It provides a pool of off duty medical help to call when needed.

1. **Assembly of medical-safety team:** This should be done *away* from the race course. Hospital or plaza parking lot ideal. Quiet area, briefing can be done. Assemble early. Transport to course by ambulance route so its location becomes familiar. Make complete circuit of race course so it becomes familiar to all vehicle drivers. Police convoy is usually arranged or emergency vehicles use their own lights and noise to get into course readily. Nobody gets lost, interspace workers' private cars with emergency vehicles. Line them up, turn on all lights, and keep them together right to the course.
2. **Briefing:** Done at assembly area where it is quiet and nothing else of interest about. Try to instill esprit de corps. Explain each vehicle's and person's duty in front of everyone, then each knows his duty and what is expected of others. Wise to do this even though team has worked together before. Pass out course maps. Instruct in how they will be dispatched, behavior on the course, at the scene of accident, method of return to duty station, first-aid room, or to hospital. How wreckers get cars back to paddock, etc.
3. **Dispatching:** Only one authorized source of alert and dispatch (usually race communications) is tolerable. Typical dispatch should go like this:
 - (a) a call for specific emergency equipment comes from flag station on course to Able (headquarters) of race communications
 - (b) Able sounds warning klaxon
 - (c) Able tells dispatcher the equipment that is needed and where
 - (d) all emergency crews get into vehicles, start motors, and *then* turn on their lights as a signal that they are ready
 - (e) dispatcher points at the vehicle he wants and dispatches it when he knows by flag signal that the course is safe to accept an emergency vehicle
 - (f) dispatcher stands in front of equipment he does not want dispatched so that it will not move onto course in error
 - (g) when dispatcher is notified that no further equipment is needed, he makes a cutting motion across his throat to indicate that

remaining vehicles return to ready state, turn off motors, etc.

- 4. Establish ambulance route to hospital:** Ideally, a back road around traffic; otherwise impress on police need to keep one road passable at all times.
- 5. Hospital arrangements:** Race physician to confirm by exchange of letters well in advance of race that there will be hospital staff member on call at this time. Advance notice of accident by ambulance radio or telephone will get staff member to the hospital sooner. As urgently as race physician and ambulance are needed back at the course, responsibility of race physician does not end until hospital staff member assumes responsibility of case.
- 6. Trial runs:** There should be a "false alarm" unknown to medical safety team on day of practice (never during a race). Nothing points up a team quicker and at the same time gives it a sense of confidence that it can handle problems tomorrow during the race.
- 7. Identification of personnel:** All medical-safety personnel be identifiable by some means other than usual passes to permit their unhampered movement about the course. Armbands, tie-on vests, etc.
- 8. Special precautions at start of race:** All equipment should be loaded, motors running, but without lights on, until first lap is completed.
- 9. Distribution of equipment and personnel:**
 - (a) at start-finish line**
 1. first-aid area for stock of supplies and care of minor injuries; headquarters of race physician
 2. lined up for easy, unhampered access to course, there should be at least one ambulance, one fire truck, one wrecker; special precautions about getting this heavy equipment onto soft ground
 - (b) at one or more stations about the course** there should be at least one ambulance, one fire truck, one wrecker; special precautions about getting this heavy-equipment onto soft ground
 - (c) reserve pool of ambulances, wreckers, etc.**

(d) reserve pool of station wagons for disaster

10. **Paddock gasoline truck:** station fire extinguishers there and maintain clear route to it for fire trucks.
11. **Off-duty personnel:** to leave emergency areas to prevent confusion at time of alert.
12. **Situation when course unattended by ambulance or physician because they are enroute to or from hospital:** All racing activity must stop at once; no compromise permissible.

Appendix P — Rules of the Pits

- 1. At every SCCA event there shall be a definite place assigned for the accommodation of each competing car's equipment, repairs, fueling, and attendants. At this place the car shall remain whenever the car is not actually in competition, with the exception of its retirement from competition, at which time it will be moved to the paddock, if possible. Therefore, any car which is removed from the course or the pits will be ineligible to return to the competition in progress.**
- 2. A car shall have no more than six attendants in the pits in addition to the driver or drivers, and this number may be decreased at any event at the discretion of the Chief Steward or Supplementary Regulations for that event.**
- 3. At no time shall anyone but authorized attendants be in the pit.**
- 4. Unless the car is actually in the pit, no one shall be allowed in the front of the pit, or in front of the pit bench, if one is provided, except for one person who may be in front of the pit for the purpose of signalling to his driver, and then only for the length of time needed to accomplish the actual signalling operation.**
- 5. Pit crews are at all times under the control of the Pit Stewards appointed by the Chief Steward.**

Appendix R — Rules of the Road

1. Flags—The following flag signals shall be obeyed **WITHOUT QUESTION**:

GREEN — A race is under way at the instant the green flag falls. This flag shall normally be in possession of the Chief Starter only, and will not ordinarily be shown at the flag stations around the course. When displayed, the green flag indicates that the course is clear.

YELLOW — Motionless — Take care, Danger, **NO PASSING**, until past emergency area.

Waved — Great Danger, be prepared to stop — **NO PASSING**, until past emergency area.

RED — Stop **IMMEDIATELY**. Clear the circuit as well as circumstances permit. The race has been stopped.

BLUE WITH DIAGONAL YELLOW STRIPE — Motionless — Another competitor is following you very closely.

Waved — A faster competitor is trying to overtake you. Give way.

YELLOW WITH VERTICAL RED STRIPES — Take care. Oil has been spilled or a slippery condition exists somewhere on the road.

WHITE — An ambulance or service vehicle is on the circuit. Take care.

BLACK — Complete the lap you are now on. Then stop for consultation at your pit, or at the location designated by the Chief Steward or the Supplementary Regulations for that event.

Furled — Warning — You are driving in an unsafe or improper manner — if continued, you will be given a black flag.

BLACK WITH ORANGE BALL IN CENTER — There is something mechanically wrong with your car. Proceed to your pits at reduced speed.

CHECKERED — You have finished the race (or practice session). Complete one more lap cautiously before stopping.

2. To be considered a starter, a car must be in position on the starting grid, and be prepared in all respects to compete in the event at the instant the signal is given to start. Cars entering the race after the initial start are also considered starters.
3. To be considered a finisher, a car must cross the finish line not more than the time of the winner's last lap multiplied by three after the winner has received the checkered flag, and must also have completed at least half the distance of the race.
4. In the event that a driver desires to pass another, but is unable to do so because the overtaken car occupies too much of the road, he should sound his horn. If this signal is impractical for any reason the overtaking driver shall point to the car ahead. At his discretion the Starter or other qualified flag official will give the overtaken car the waving blue flag. The driver of the overtaken car is obliged to pull to the side, making room for the overtaking car to pass. If that driver still fails to give way, he will be black-flagged.
5. The responsibility for the decision to pass another car rests with the overtaking driver. However, this will not relieve the overtaken driver from responsibility for the safe passing of the other car. 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.
6. Hand signals —
 - a. Before entering the pits from the course, the driver should signal by raising his arm.
 - b. An overtaken driver should point to the side on which an overtaking driver should pass him.
 - c. The driver of a stalled car should raise both arms to indicate that he will not move until the course is clear.
7. Whenever a driver leaves the marked course on an airport circuit with all four wheels, he must re-enter the course at the same spot where he went off, and cannot simply re-enter further down the course.
8. 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.
9. Should a pit-bound driver overshoot his pit, the car must either be pushed back into the pit by hand, or else con-

tinue for another lap. No car may be pushed back to the pit under conditions which would constitute a hazard.

10. 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.
11. Drivers may obtain no assistance during the race other than from their pit crews and in the pits. This does not preclude assistance by race officials for safety reasons.
12. Cars may not be pushed or moved under power of the starting device while on the course, except to remove them from a hazardous position to one of greater safety.
13. In all SCCA competitions, engines shall be started with a self starter (operated by the driver in normal driving position) and an on-board power supply. Any other method of starting the engine for the start of a race or during a competition is prohibited, unless specified otherwise in the supplementary regulations for the event.

Appendix S — Chief Starter Instructions and Standards

Instructions for Starters

1. **Responsibility** — The Chief Starter shall operate directly under, shall carry out the orders of, and shall be responsible solely to the Chief Steward.
2. **Function** — The Chief Starter shall control the competing drivers by conveying to them the orders of the Chief Steward during practice and during competitions from the time the automobiles are placed in their starting positions ready to start, until the competitions are concluded and all competing automobiles have left the course.
3. **Location** — The Chief 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.
4. **Equipment** — The Chief Starter shall be equipped with a complete set of signal flags required by the SCCA General Competition Rules.
5. **Procedure**
 - a. The Chief Starter shall conduct the start of the competition in accordance with the general definitions of Rule 3.5 in the SCCA General Competition Rules.
 - b. The start shall not take place until the Chief Steward has so ordered.
 - c. The signal to start shall not be given until all drivers have indicated that they and their automobiles are fully prepared.
 - d. At no time shall the Chief Starter take his attention from the starting field until after signal to start has been given.
6. **SCCA Standing Start** — The following starting technique shall be known as the "SCCA Standing Start" and shall be utilized in all cases where standing grid starts are specified, unless the Supplementary Regulations for the event detail otherwise:
 - a. On instructions of the Chief Steward, a signal plainly audible 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 and to vacate the grid.
 - b. At the one minute signal the Chief Starter shall take a

- position in front of the grid, visible to all competing drivers, and shall give the signal to start engines by rotating the furled green flag in small circles directly overhead for a sufficient length of time for all drivers to observe, after which he shall lower the flag slowly.
- c. The Chief Starter, after observing that all unnecessary personnel have left the grid and 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 they are prepared to start the competition. The Chief Starter shall, by looking directly at each car individually and altering his position as necessary to do so, satisfy himself that each driver on the grid is indicating this ready signal.
 - d. The Chief Starter shall next, without diverting his attention from the grid, station himself in full view of all drivers at a safe position at the edge of the course. He shall face the drivers and slowly raise the green flag overhead, holding it squarely and unfurled with his free hand. This is the signal for drivers to set their RPM.
 - e. After holding this position only momentarily, the Chief Starter shall then give the signal to start the competition by sharply bringing down the unfurled flag from its raised position. The competition shall start at the instant the green flag starts downward.
 - f. In case it becomes necessary to *delay* the start, the Chief Starter shall cease the starting procedure and return to the front of the grid, simultaneously slowly furling and lowering the green flag, and shall signal the drivers to reduce RPM by a rapid horizontal motion of his free hand at shoulder level and shaking his head in a negative manner to indicate NO START. After the cause of the delay has been corrected, the Chief Starter shall repeat items *c*, *d*, and *e*.
 - g. In case it becomes necessary to *discontinue* the start, the Chief Starter shall proceed as in *f*, except that he shall signal the drivers to cut their engines by drawing his free hand in a horizontal motion sharply across his throat. After the cause of the discontinuance has been corrected, the Chief Starter shall repeat items *b*, *c*, *d*, and *e*.
 - h. In case a driver makes a false start by moving ahead before the starting signal is given, the start shall proceed on schedule and shall not be delayed for this cause. The offending driver may then be penalized by being black-flagged and held in the pit for up to one minute. The SOM may levy other penalties at their discretion.

Appendix T — A Guide for Timing and Scoring

1. The Chief Timer and Scorer shall employ three separate and independent means of recording the performance of each car in competition. If dispute of the performance of a car shall occur, the agreement of any two of the three records will constitute basis for a decision.
2. Two techniques of recording the performance of a car are acceptable.
 - a. Recording car numbers in the order of passage.
 - b. Recording the time of passage of each vehicle.
3. The information recorded in (2) shall be tabulated and presented as Official Results to the Race Chairman. The tabulations shall be in the form of a lap chart (resulting from recording of vehicle numbers in the order of passage) or time charts (resulting from the recording of time of passage of each vehicle.)
4. The Chief Timer and Scorer shall provide means of cross-checking the results of each independent record prior to the submission of the Official Results to the Race Chairman.
5. Timing and scoring personnel shall not be required to perform their duties for longer than three hours continuously without 30 minutes of relief.
6. It is recommended that as a minimum the following records be maintained:
 - a. *Regional*
 - (1) Three independent records of car numbers in the order of passage.
 - (2) The time of finish of the first three positions.
 - b. *National*
 - (3) Two independent records of car numbers in the order of passage.
 - (4) The time of passage of each car.
 - c. *Open and International* — same as National.
7. It is recommended that each "independent records of car numbers" be prepared in the following manner:
 - a. The appointed Recorder enter the number of each and every car passing his station, in the order of passage, without regard to laps completed on a "tape" may be either a stenographic pad with distinctive and consecutively numbered pages, a mechanically driven adding machine tape, or other means that permits accurate and rapid tabulation.
 - b. The appointed Scorer shall tabulate the data entered by the Recorder in the form of a "lap chart." This lap

It is recommended that Chiefs of Timing and Scoring call the above rule in the SCCA General Competition Rules to the attention of the Race Chairman so that he may prepare the necessary Schedule of races and other activities (6.11) to include practice sessions that include only those cars in a specific race. In this way, the Timers for a race can also perform their tasks in the practice sessions for the identical cars.

APPENDIX Y

SEAT BELT AND SHOULDER HARNESS

All drivers in SCCA-sanctioned speed events must be equipped with seat belt and shoulder harness meeting the following specifications. Seat belt and shoulder harness installation is subject to approval of the Chief Technical and Safety Inspector.

- a. *Seat Belt* — Seat belt shall be of 3" nylon or dacron polyester and in new or perfect condition. Type buckle shall be of a metal-to-metal quick release type.
- b. *Shoulder Harness* — Shoulder harness shall be the two-strap over-the-shoulder type. There must be a single release common to the seat belt and shoulder harness.

The shoulder harness shall be mounted behind the driver and above a line drawn downward from the shoulder point at an angle of 40° with the horizontal.

Either completely separate upper shoulder mounts or a Y type harness is permitted. If a Y type harness is used, the junction point shall be at least 6" behind the back of the driver's neck.

In cars utilizing production type seats, the mounting point shall be at least 18" behind the front of the seat back. This distance may be reduced to 12" on installations utilizing an inertia reel.

In single seat cars and those with special bucket seats providing lateral support for the chest and upper torso, mounting points may be directly behind the seat back.

Measurement of the above distances is along the shoulder strap and not the horizontal distance between the front of the seat back and the anchor point.

Shoulder strap webbing shall be nylon or dacron polyester of 2" nominal width.

Appendix Z — Roll Bars

These specifications are mandatory and represent minimum requirements. Specific installations are subject to approval by the Technical and Safety Inspector at each event;

Acknowledgment is made to the California Sports Car Club Region of the SCCA for their work in developing much of the material, and to NASCAR Inc. for their development of roll bar structures for closed cars. Reference has also been made to the roll bar specifications published by United States Auto Club, Canadian Automobile Sport Club, and the National Hot Rod Association.

A. Basic Design Considerations

1. The basic purpose of the roll bar is to protect the driver in case the vehicle rolls over. This purpose should not be forgotten.
2. The top of the roll bar shall not be more than six inches behind or below the top of the driver's helmet when the driver is in normal driving position. It is suggested that the roll bar extend at least three inches above the driver's helmet.
3. The roll bar must be designed to withstand compression forces resulting from the weight of the car coming down on the roll structure, and to take fore-and-aft loads resulting from the car skidding along the ground on the roll structure.
4. The two vertical members forming the sides of the hoop shall not be less than fifteen inches apart inside dimension. It is desirable that the roll bar extend the full width of the cockpit to provide maximum bearing area in all soil conditions during rollovers.
5. An inspection hole of at least 3/16 inch diameter must be drilled in a non-critical area of a roll bar member to facilitate verification of wall thickness. This should be at least three inches from any weld or bend.
6. It is recommended that steel gusset plates be used at all welds. Gussets should be at least two inches long on each leg and 3/16 inches thick.
7. It is recommended that roll bars be coated only with a light coat of paint. If, however, a roll bar should be chrome-plated, it is recommended that the structure be normalized.
8. Post or tripod types of roll bars are not acceptable.

B. Material

1. The roll bar hoop and all braces must be of seamless, ERW, or DOM mild steel tubing. Chrome alloy tubing such as 4130 is not recommended since the strength of the area adjacent to welds will be impaired if the structure is not normalized, and because of the difficulty in making satisfactory welds.
2. The size of tubing to be used shall be determined on the basis of the weight and speed potential of the car. The following minimum sizes are required:
 1. Over 1500 lbs.-min. of 1½" o.d. x .120" wall
 2. Over 1000 lbs.-min. of 1¼" o.d. x .090" wall
 3. Under 1000 lbs.-min. of 1" o.d. x .060" wall
3. Mounting plates and gussets shall be 3/16 inch minimum thickness.
4. Where bolts and nuts are used, the bolts shall be at least 3/8 inch diameter automotive quality (SAE). Aircraft quality is highly recommended. Square head bolts and nuts are prohibited.

C. Fabrication

1. One continuous length of tubing shall be used for the hoop member with smooth continuous bends and no evidence of crimping or wall failure.
2. All welding must be of the highest possible quality with full penetration and will be subjected to very critical inspection. Arc welding, particularly heliarc, should be used wherever possible.

D. Bracing

1. It is recommended that braces be of the same size tubing as used for the roll bar itself.
2. All roll bars must be braced in a fore-and-aft direction with the brace attached within the top one-third of the roll hoop, and at an angle of at least thirty degrees from vertical. It is strongly recommended that two such braces be used, parallel to the sides of the car, and placed at the outer extremities of the roll bar hoop. Such braces should be to the rear whenever possible.
3. It is suggested that roll bars include a transverse brace from the bottom of the hoop on one side to the top of the hoop on the other side.

E. Mounting Plates

1. Roll bars and braces must be attached to the frame of the car wherever possible. Mounting plates may be used for this purpose where desired.

2. In the case of cars with unitized or frameless construction, mounting plates may be used to secure the roll bar structure to the floor of the car. The important consideration is that the load be distributed over as large an area as possible. A back-up plate of equal size and thickness must be used on the opposite side of the panel with the plates through-bolted together. Also see G-2 below.

F. Removable Roll Bars

Removable roll bars and braces must be very carefully designed and constructed to be at least as strong as a permanent installation. If one tube fits inside another tube to facilitate removal, the removable portion must bottom on the permanent mounting, and at least two bolts must be used to secure each such joint. The telescope section should be at least eight inches in length.

G. Installation on Cars of Space Frame and Frameless Design

1. It is important that roll bar structures be attached to cars in such a way as to spread the loads over a wide area. It is not sufficient to simply attach the roll bar to a single tube or junction of tubes. The roll bar must be designed in such a way as to be an extension of the frame itself, not simply an attachment to the frame. Considerable care must be used to add as necessary to the frame structure itself in such a way as to properly distribute the loads. It is not true that a roll bar can only be as strong as any single tube in the frame.
2. On cars of frameless construction, consideration should be given to using a roll bar hoop of 360 degrees completely around the inside of the car, and attached with suitable mounting plates. This type of roll bar then becomes a substitute for the frame.

H. Sedans and Coupes

It is recommended but not mandatory that all closed cars utilize a roll-cage type of construction. One hoop should be placed behind and above the driver's head from one side of the car to the other, with another similar hoop in front supporting the front pillars. Horizontal connecting bars should connect the two hoops at each side of the top. A transverse brace should be used on the rear hoop from the bottom of one side to the top of the other side. A diagonal brace should be used on each side of the car extending

from the top of the rear hoop to the floor at the rear of the car.

I. Other Roll Bar Designs

Roll Bars of alternate materials or design may be accepted by the Technical and Safety Inspector upon presentation of data verifying strength equivalence to the required minimum standards.

Facts and Formulas to be Used at All SCCA Events

1 inch = 2.54 cm. = 25.4 mm.

1 cubic inch = 16.387 cubic cm.

1 millimeter = .03937 inch

1 meter = 1.0936 yards

1 kilometer = 1000 meters = .62137 mile = 1093.6 yards

1 mile = 1,760 yards = 1.60934 kilometers

Miles per hour = kilometers-per-hour times .62137

Kilometers per hour = miles per hour times 1.60934

1 cubic centimeter = .061 cubic inch

1 liter = 61.3 cubic inches = 1000 cubic centimeters (cc.)

1 kilogram = 2.21 pounds

1 pound = 453.6 grams

1 hundred-weight (cwt.) = 112 pounds (British),
100 lbs. (U.S.)

Note: If a British car is said to weigh 25 cwt., its weight would be 25 times 112 or 2800 lbs.

1 U.S. gallon = 231.18 cu. in. = 3.785 liters

6 U.S. gallons = 5 Imperial (British) gallons

1 mile per hour = 1.467 feet per second

Cylinder volume (displacement) =

$$\frac{3.1416 \times \text{bore} \times \text{bore} \times \text{stroke}}{4}$$

Engine displacement =

Cylinder volume times number of cylinders

Compression ratio =

$$\frac{V_1 + V_2}{V_2}$$

Where V_1 is total volume of one cylinder

V_2 is volume of space above piston at top of stroke

Piston speed (ft. per min.) =

$2 \times \text{RPM} \times \text{stroke in feet, or RPM} \times \text{stroke in inches}$

Brake Horsepower (BHP) =

$$\frac{\text{RPM} \times \text{torque (in lbs.-ft.)}}{5250}$$

Note: Formula is actually

$$\frac{6.28 \times \text{RPM} \times \text{torque}}{33,000}$$

by dividing 6.28 into 33,000 we get 5250

Torque =

$$\frac{\text{BMEP} \times \text{Swept volume (in cc)}}{2473}$$

Frontal Area (for figuring air resistance) =

$$\frac{T \times H}{144}$$

(answer in square feet)

Where T is front tread in inches, H is overall height in inches

MPH =

$$\frac{\text{RPM} \times \text{Wheel Dia. (in inches)}}{\text{Gear Ratio} \times 336}$$

Note: Wheel diameter is overall diameter of the inflated tire, not the nominal diameter of the wheel



SPORTS CAR CLUB OF AMERICA
INCORPORATED



SOLO
EVENTS
REGULATIONS

(To be used in conjunction with the 1969 edition of SCCA General Competition Rules)

The Solo Event Regulations are basically a revision of the General Competition Rules (GCR). The following blanket amendments to the GCR will be required throughout:

GCR to SER

Race to event, run, or compete (dependent on usage)
Competition Board to Solo Events Committee

Following are paragraph-by-paragraph revisions as required. Where not amended, rewritten, deleted, etc. the standard language in the GCR will be retained. Where paragraphs are added or deleted, re-numbering will be required. Where no specific directions are indicated, complete substitution of the SER paragraph for the GCR paragraph is to be made.

1.3 SCCA SOLO EVENTS REGULATIONS

The Sports Car Club of America, Inc. (SCCA) has established these Solo Events Regulations (SER). The term "SER" includes the appendices to the SCCA Solo Events Regulations.

1.3.1 APPLICATION OF THE SER

The SER shall govern all Category One solo events sanctioned by SCCA.

2.7 SOLO EVENTS COMMITTEE

The SCCA Solo Events Committee establishes rules and standards for the scheduling, organization, and conduct of SCCA-sanctioned solo events, and the licensing of officials and drivers. The Committee supervises the execution of these rules and standards, and maintains liaison with the Competition Board.

2.9 DIVISIONAL STEWARD

The Solo Events Committee shall appoint a Divisional Solo Events Steward in each SCCA Division to supervise and administer SCCA policies and standards for solo events and to train SCCA Stewards. The Divisional Solo Events Steward shall also appoint Regional Stewards in each SCCA Region within his Division to assist in supervising the solo events program.

2.18 (New paragraph – re-number present 2.18 and following) SOLO EVENT

Any event in which one automobile at a time is timed over a clearly defined course, with elapsed time and appropriate penalties for course deviations being the determining factor for awards. This shall not preclude the running of more than one car at a time, provided they are separated on course by adequate time and distance.

2.18.1 CATEGORY ONE SOLO EVENT

A Category I solo event is one in which conditions approach those of racing, except for the absence of direct car against car competition; where maximum protection is afforded to spectators and property; where driver protection requirements are substantially the same as for racing; and which require licensing of drivers. Category I events are speed events, sanctioned by SCCA and shall include, but are not limited to, hill climbs, time trials, and acceleration runs.

2.18.2 CATEGORY TWO SOLO EVENT

A Category II solo event is a non-speed driving skill contest such as, but not limited to, gymkhanas, autocrosses, slaloms, and field trials. They are run on tortuous short courses which emphasize car handling and agility rather than performance. Competition licenses are not required, and hazards to spectators, participants, and property do not exceed those encountered in normal, legal highway driving. Category II events do not require SCCA individual event sanction, but are subject to SCCA approval as non-speed Category II events.

3.1.2 APPLICATION FOR SCCA SANCTION FOR CATEGORY I EVENTS

(add)

f. Applications shall be submitted to the Divisional Solo Events Steward who will approve or disapprove applications and forward approved applications and fees to the Club Office for sanction issuance.

3.1.5 OFFICIAL PROGRAMS (add)

This shall not preclude the offering of a simple entry list.

3.1.7 INSURANCE

SCCA requires that all Category I solo events be covered by the following forms of minimum insurance:

- a. Event Liability – automatic under SCCA Master Plan
- b. Participant Accident Insurance:
 - Accidental Death & Dismemberment – \$5,000
(subject to scheduled limits)
 - Medical Reimbursement – \$5,000
 - Weekly indemnity up to 104 weeks (excess of 7 days) – \$ 50

3.1.8 Delete

3.1.9 MINIMUM REQUIREMENTS

The following minimum requirements shall be in effect at all times during the time a Category I event is in progress (including practice), or the event shall be halted immediately:

- a. Not less than one physician (M.D.) with full equipment.
- b. Not less than one ambulance.
- c. Not less than one vehicle equipped to fight car fires.
- d. Not less than one wrecker.
- e. Not less than one ten pound dry chemical fire extinguisher at each flagging station.

- f. A pre-arranged plan to cope with major emergencies.
- g. Where the course is not visible in its entirety from a central point where event officials are located, a reliable communications system linking flagging stations with the officials at a central point.

3.1.10 Delete

3.1.14 COURSES

The selection of any course for Category I competition shall be subject to approval of the SCCA.

Specifically, the SCCA may:

- a. Require reasonable changes in the course or its surroundings as a condition of approval.
- b. Restrict the course to certain classes and categories of automobiles.
- c. Limit the course as to the classification of event to be sanctioned there.
- d. Restrict the course to certain grades of license holders, or to certain grades of license holders in certain classes and categories of automobiles.

The approval shall state specifically whether or not the course is approved for novice driver participation and, if it is, whether there are restrictions on the classes and categories of automobile in which novice drivers may compete.

A course approval shall remain valid indefinitely as long as the course is unchanged, except that approval may be withdrawn, or the terms of approval modified at any time.

3.3.2 SCCA EVENTS

SCCA may grant sanctions to Regions of the SCCA to organize Category I Solo Events in accordance with the SER. The event supplementary regulations shall specify the grade of SCCA Racing Competition License or Solo Event License required for participation, and may also provide for guest participation of drivers holding SCCA Guest Licenses, or competition licenses issued by other approved organizations. Events run on courses restricted against participation by novice drivers, or novice drivers in some classes and categories of automobiles, shall require all drivers except eligible novices to hold an SCCA regional or national Competition License, a Novice Permit & Log Book showing three hours of satisfactory on-course, in-car training at a drivers school, an SCCA Senior Solo Event License or Senior Guest License, or equivalent issued by other approved organizations. Classes of automobiles eligible to run shall be basically those specified in Rule 5.1 of the SER, but they may be amended, combined, or

supplemented either on a uniform Divisional or Regional basis, or as set forth in the Event Supplementary Regulations.

Category II Solo Events are not individually sanctioned and shall be open only to drivers holding valid drivers licenses in the state of their legal residence.

3.4 Delete

3.4.3 TROPHIES

In SCCA Category I Solo Events, trophies shall be awarded for the fastest time of day and in the manner set forth in the supplementary regulations for the event.

All cars shall run in their respective classes unless insufficient entries make it necessary to group more than one class together. One car in a class shall run in the next higher class, except for the highest class in a particular category, which shall then be eligible only to run for Fastest Time of Day.

3.4.4 POINT AWARDS (new paragraph)

In the event of the establishment of Category I Divisional and/or Area or Regional Championship series events, the points award system shall be that specified in Rule Appendix B.4 of the GCR for National racing points. There may also be a separate points category based on overall Fastest Time of Day standings in events counting towards the championship.

3.4.5 CHAMPIONSHIPS (new paragraph)

SCCA Divisions and/or Areas are encouraged to establish championship series Category I Solo Events. Such series shall be governed by uniform rules regarding driver eligibility, car classes, and basic organizational standards. They shall be administered by the Divisional and Regional Solo Event Stewards.

3.5.1 Delete

3.5.3 Delete

3.5.4 TIMING AND SCORING

a. It is highly recommended that timing in all SCCA sanctioned solo events be to at least 1/100th second intervals. Electrical timing devices backed by two independent timing devices are highly recommended. Time penalties to be imposed for course deviations, or displacement of course markers, shall be established by the supplementary regulations.

b. Awards shall be based on the single best recorded run unless otherwise specified by the supplementary regulations.

c. In the case of tied times for FTD or class awards the tied drivers may be afforded an additional run to break the tie, or aggregate times for all official runs may be used to break the tie. The method to be used shall be specified in the supplementary regulations.

3.5.6 Delete

3.5.7 STARTS

A driver shall be considered as having started if he crosses the control line at the start.

3.5.8 FALSE START

A false start occurs when the driver crosses the control line at the start before being instructed to do so by the starter, or by a visual starting indicator.

3.5.9 PENALTY FOR FALSE START (substitute for "Dead Heat")

The usual penalty for a false start shall be a DNF for that run. (Did Not Finish)

3.5.10 OFFICIAL AND PRACTICE RUNS (new paragraph)

a. All competitors must make at least one practice run. This requirement may be waived by the Chief Steward for Senior drivers.

b. All drivers must be given a reasonable opportunity to start the same number of unobstructed official runs. A run disrupted by display of a red or yellow flag shall normally entitle the driver to a re-run.

c. Unless otherwise specified in the supplementary regulations, a competitor may enter as many cars in as many classes as he wishes. He may not, however, enter the same car in more than one class or category in a single event, or enter more than once in a single class.

d. If the timing mechanism fails to record the start of a competitor's run, he shall be red flagged at the earliest chance, and provided an opportunity for an additional run as soon as possible.

3.5.11 FINISHERS

To be considered a finisher, a car must complete the course under its own power at a time within 25% of the time of the fastest car in its class.

3.5.11 Delete - RESTARTS

3.5.12 Delete

3.5.13 WINNER

The winner shall be the competitor who covers the prescribed distance of the competition in the least time, subject to penalties for course deviations or displacement of course markers.

4.1 SCCA SOLO EVENT LICENSES

SCCA shall establish standards for SCCA solo events licenses, including:

- SCCA Novice Solo Events License
- SCCA Senior Solo Events License
- SCCA Guest Licenses – Senior & Novice

4.2 Delete

4.8 SAFETY EQUIPMENT

All drivers of automobiles competing in SCCA-sanctioned Category I Solo Events, including practice, shall be equipped as follows:

- a. Flame resistant clothing as specified by the GCR. Such suits must be manufactured of material approved by the SCCA.
- b. Crash helmets approved by the SCCA.
- c. Gloves made of leather or other fire resistant material.
- d. Socks made of any fire resistant material.
- e. Drivers of open cars shall wear goggles or face shields.
- f. Cars shall be equipped with and drivers shall utilize seat belts and shoulder harness meeting SCCA standards.

The SCCA has approved the use of DuPont Nomex, Beta (fiberglas), Les Leston Super Protex and Simpson Heat Shield material for fire resistant material. Other material may be approved. Treated fabric driving suits worn over Nomex underwear shall meet the requirements of paragraph a. above.

5.1 CLASSIFICATION OF AUTOMOBILES

Organizers of SCCA Category I Solo Events shall normally include competition for these categories and classes:

Production Category	Classes A through H
Sports Racing Category	Classes A through D
Sedan Category	Classes A through D
Formula SCCA	Classes A through C
Formula Vee	
Formula F	

Organizers may amend these classes, or provide competition for other classes, providing they are clearly set forth in the event supplementary regulations. All automobiles shall run in one class and category only during an event, unless otherwise specified by the supplementary regulations.

6.4 APPOINTMENT OF OFFICIALS

The Event Stewards shall be appointed by the

Divisional Solo Events Steward. Other officials shall be appointed by the Region organizing the event subject to approval by the Divisional Solo Events Steward.

- 6.5.a The Chief Steward, Event Stewards, Chief Timer and Scorer, and Chief Technical and Safety Inspector shall have no conflict of interest arising from direct involvement or connection with the organizers or sponsors of an event other than the Region in charge of the event. They may compete in an event, but may not exercise their official capacity in any way having an immediate and direct bearing on their placing as competitors.

6.6 PLURALITY OF DUTIES

The same person may hold more than one official position.

8.3 TIME LIMITS FOR PROTESTS

- a. Protests may be filed by drivers finishing lower in class than the protested car. Filing will be permitted only within a 30 minute period after the last car in a class has completed its runs.
- b. Protests against the results of a competition shall be made within 30 minutes of their publication.

8.3.c and 8.3.d Delete

9.3, 9.3.1 and 9.3.2 Delete

APPENDIX A AUTOMOBILES

Appendix A 1.3 IDENTIFICATION MARKS

Each automobile shall carry identification numbers, class letters, and such other marks as required by these Regulations or the supplementary regulations for the event. Numbers shall be placed on both sides of the automobile, and shall be of sufficient size and contrast to their background to be clearly legible. They shall meet the approval of the Chief Timer and Scorer as well as the Chief Technical and Safety Inspector. Normally, all automobiles shall carry numbers at least eight inches high with a 1 ½ inch stroke on a contrasting background.

Appendix A 1.5.1 TECHNICAL AND SAFETY INSPECTION

- d. Racing tires, designated as such by the manufacturer, and re-caps on such racing tires, are generally required. High performance street tires fitted with inner tubes are permitted on those cars and/or courses where speeds are not likely to exceed 100 mph, or continuous running time to exceed five minutes. Slicks are prohibited.
- k. Delete

- r. Delete
- s. Delete
- v. Scatter shields – The installation of scatter shields or explosion-proof bell housings is highly recommended on all cars where failure of the clutch or flywheel could create a hazard to the driver.
- w. Delete

Appendix A 3.1

The SCCA Sports Racing Category shall be for automobiles designed and constructed for road racing competition, offering provisions for a driver and passenger, and basically suitable for driving over normal roads; or production or sedan category automobiles modified beyond the limits permitted by these categories. They shall conform to the following requirements.

Appendix A 3.4 BRAKES

These cars shall be equipped with an effective braking system on all four wheels operated by a single control. A dual braking system is highly recommended.

Appendix A 3.5.g (new paragraph)

Sports racing category cars built prior to Jan. 1, 1966 need not comply with the minimum door and cockpit width dimensions specified in paragraphs a and d above, but must comply with all other requirements.

Appendix A 3.7.a Delete

Appendix A 3.7.b

The installation of a scatter shield is highly recommended on all cars where the failure of the clutch or flywheel could, due to its location, create a hazard to the driver. In addition, any rotating part of the drive train shall not pass openly through the driver and passenger compartment, but must be under the floor, or fitted in tubes or casings firmly attached to the floor or chassis structure.

Appendix A 6. SPECIAL CATEGORIES

Additional special classes and categories may be provided at the discretion of the event organizers. These may be, but are not limited to, the following:

Appendix A 6.1 MODIFIED PRODUCTION

Production sports cars and sedans modified beyond acceptable limits for the production and sedan categories by, but not limited to, the following:

- a. Fitting of over-width wheels and tires.
- b. Fender flares on the body.
- c. Substitution of engines within a marque.
- d. The use of unlisted optional equipment.

Appendix A 6.2 SPECIALS

Specially constructed two seater cars that do not meet the requirements of sports racing category due to body design or dimensions, usually "dune buggy" type vehicles.

Appendix A 6.3 FORMULA 4

Single seater cars built to comply with any of the variations of Formula 4.

Appendix A 6.4 FORMULA S

Single seater racing cars complying to the regulations for Formula S.

Appendix A 6.5 FORMULA LIBRE

Single seater open wheel racing cars that do not comply with Formula SCCA, Vee or F.

Appendix A 6.6 SAFETY REQUIREMENTS

All such special category cars must comply with safety regulations generally applicable to either sports racing category (for two or more seat automobiles) or Formula SCCA (for single seaters).

Appendix B, C, and D Delete

Appendix F.3.d Equipment:

The following flags or signal paddles: yellow, yellow with red stripes, and red; and dry chemical fire extinguisher of at least 10 lbs. Such extinguisher may be remotely located at an emergency control station.

APPENDIX L SCCA SOLO EVENTS LICENSES

GRADE OF LICENSE

Novice License:

Issued by the driver's Region. Holder may participate in SCCA-sanctioned Category I Solo Events conducted on courses approved for novice driver participation.

Senior License:

Issued by the driver's Region upon completion of requirements. Holders may participate in Category I Solo Events not restricted specifically to other grades of licenses.

PARTICIPATION REQUIREMENTS

The requirements, which are specified for Senior Licenses, must be met by participation in events sanctioned by SCCA. The following will not meet these requirements:

1. Events not sanctioned by SCCA or other organization approved by the Solo Events Committee.
2. Events resulting in a DNS or DNF.
3. Non-speed events.

NOVICE LICENSE

A Novice License is issued by an SCCA Region to enable novice drivers to participate and obtain experience in Category I events conducted on courses approved for novice driver participation.

REQUIREMENTS:

An SCCA member, over 21 years of age, who holds a valid operators permit in his state of residence, applies for a Novice License to his home Regional Executive or other designated representative, by submitting the following:

1. Completed application form.
2. Completed SCCA medical form.
3. Fee of \$3.00 payable to Region.

Blank forms are available from SCCA Regions and/or the SCCA Club office.

The applicant will receive the Novice License, which must be presented at events.

RENEWAL:

A Novice License is renewable annually when it expires at the end of the calendar year. It will be renewed by the Region upon receipt of a renewal application, a new medical form, and fee.

REVOCACTION:

A Novice License may be revoked by the issuing Region, subject to appeal to the Divisional Solo Events Steward.

SENIOR LICENSE

REQUIREMENTS:

Holders of Novice Licenses who have satisfactorily participated in at least five Category I Solo Events in the immediately preceding 24 month period may apply to their Region for a Senior License. Drivers who hold Competition Novice Permits and Log Books showing completion of drivers school requirements shall also be eligible to apply for a Senior License.

The following shall be submitted:

1. Novice License(s) or Novice Permit & Log Book showing satisfactory completion of training or participation requirements as indicated by the signature of the Chief Steward at each event.
2. Current medical form (see Medical Requirements). Applicants may use the current form on file.
3. Fee of \$3.00 payable to the Region.

Refusal of the home Region to approve the application may be appealed to the Divisional Solo Events Steward for final decision. The applicant will receive the Senior License, if approved.

RENEWAL

A Senior License is renewable annually when it expires at the end of the calendar year issued. It may be renewed by the Region upon receipt of an application, medical form, and fee. To be eligible for renewal, the holder must have participated in a minimum of two Category I Solo Events during the preceding 12-month period.

APPLICANTS WITH PRIOR EXPERIENCE

Participation requirements for issuance or renewal of a Senior License may be waived in part or in total by the issuing Region, with the concurrence of the Regional Steward for drivers with prior racing experience, time trials and hill climb experience, recent completion of drivers school requirements, or extensive experience and success in non-speed Category II type events. Such experience may be obtained in non-SCCA events and must be verified.

GUEST LICENSES

NOVICE GUEST LICENSE

A Novice Guest License may be issued under the same conditions as a regular novice license to non-member entrants or potential entrants in an event to be sponsored by the issuing Region, or to non-members residing in the issuing Region's area of jurisdiction. SCCA Regions are not required to issue guest licenses. They shall be valid for the calendar year, or such lesser period as the issuing Region may specify. They shall be valid in Category I Solo Events on courses approved for novice driver participation provided that the holder is a bona fide guest, and at the discretion of the organizing Region. They are valid only in the Division where issued.

SENIOR GUEST LICENSE

A Senior Guest License may be issued under the same conditions as a regular Senior License to non-member entrants or potential entrants in an event to be sponsored by the issuing Region, or to non-members residing in the issuing Region's area of jurisdiction. SCCA Regions are not required to issue guest licenses. They shall be valid for the calendar year, or such lesser period as the issuing Region may specify. They shall be valid in all Category I events at which the holder is a bona fide guest competitor, and at the discretion of the organizing Region. They are valid only in the Division where issued.

NOTIFICATION

Regions issuing guest licenses shall furnish the Divisional Solo Events Steward with a list of names and addresses of all drivers issued such licenses.

Appendix M Delete

APPENDIX O

STEWARDS ORGANIZATION

DIVISIONAL STEWARDS

Appointment: By the Solo Events Committee and subject to approval of the Governor(s) of the Division.

Duties: Responsible to the Solo Events Committee as follows:

- a. To supervise, train, and license stewards in his Division.
- b. To maintain a roster of Stewards and Stewards-in-Training in his Division.
- c. To assign Event Stewards and approve other key officials in accordance with the SER.

d. To maintain liaison with the Executive Steward, Scheduling Representative, Licensing Representative, Medical-Safety Representative, and other national officials in his Division in the interest of maintaining high standards for speed event scheduling, organization, and conduct.

e. Approve courses and facilities at which SCCA Category I Solo Events are scheduled.

f. Recommend waiver of certain sanction requirements for qualified regions.

g. Approve non-SCCA competition licenses for participation in SCCA Events in accordance with the SER.

h. Bring to the attention of the Solo Events Committee and the Solo Events Staff any non-SCCA events to be held within his Division which he judges to be against the best interests of SCCA and which therefore should be disapproved for participation of SCCA licensed drivers and officials.

i. Appoint Regional Stewards in each Region in his Division which organizes Solo Events.

j. Appoint Deputy Divisional Solo Events Stewards as required for SCCA areas, etc.

k. Approve or disapprove sanction applications for Category I events organized by Regions in his Division. If approved, the sanction application will be forwarded with the sanction fee (\$25 payable to SCCA, for Category I Solo Events) to the Director of Solo Events at the club office for sanction issuance. If disapproved it will be returned to the requesting Region with reasons for disapproval. The SCCA Insurance Broker shall be notified of all approved sanction applications by the club office. If required participant accident insurance has not been obtained within 15 days of the scheduled date of the event, the Insurance Agent shall notify the club office, which shall revoke the sanction.

REGIONAL STEWARDS

Appointment: By the Divisional Solo Events Steward with the concurrence of the Regional Executive.

Duties: Responsible to the Divisional Steward as follows:

a. To train stewards in his Region.

b. To recommend key officials for Category I Solo Events.

c. Maintain general overall supervision of the Category II events organized by his Region.

d. Maintain General overall supervision over solo event licensing by his Region.

e. Approve applications for waiver of participation requirements by applicants for issuance or renewal of Senior Solo Event Licenses.

f. Make preliminary course approvals for Category I events.

g. Perform the Divisional Steward's duties upon specific delegation by the Divisional Steward and within his home Region only.

h. Make recommendations to the Solo Events Committee leading to the eventual establishment of a recommended uniform code for Category II events, including car classification systems.

APPENDIX R

RULES OF THE ROAD

1. **FLAGS:** The following flags will be obeyed **WITHOUT QUESTION.**

Green — The course is clear and the run is under way.

Yellow — Take care, there is a hazardous condition ahead. Reduce speed and complete the run. A re-run will be granted.

Yellow with vertical red stripes — Take care. A slippery condition exists on the road which cannot be corrected in a reasonable time during which competition is halted. No re-run will be granted when a slick flag is displayed. Where the condition can be abated a yellow flag will be used and a re-run granted.

Red — Stop as soon as safely possible and await instructions. A re-run will be granted.

Checkered — You have completed your run. Slow and pull off the course into the assigned area. This flag is optional with the Event Steward and may be replaced by a prominent sign, preferably a banner across the course, indicating the finish line.

2. To be considered a starter, a car must cross the starting line to begin a run under its own power.

3. To be considered a finisher, a car must complete the course under its own power at a time within 25% of the time of the fastest car in its class.

4. Whenever a driver leaves the course on an airport or parking lot course with all four wheels, he must re-enter at the point he left the course. Failure to do so, or shortcutting the course, will result in the run being scored as a DNF.

5. Include present No. 8.
6. Include present No. 10.
7. Include present No. 11.
8. Include present No. 12.
9. Include present No. 13.

APPENDIX S

GUIDELINES FOR SOLO EVENTS

Category I Events

Category I Solo Events are SCCA sanctioned speed events. They are conducted under the standards set forth in the SER and basic standards generally applicable to speed events. Because many non-SCCA members may participate in these events, event publicity and supplementary regulations should clarify SCCA car classes, car preparation rules, driver eligibility requirements, safety equipment requirements, etc.

Category I courses fall into two basic groups: those approved for novice driver participation or limited novice driver participation, and those approved for senior driver participation only. Certain courses might be restricted to competition license holder participation only. Basic standards to be used in considering whether a course may or may not be approved for novice participation are as follows:

1. The number and proximity to the course of off-course hazards. This includes curbs, banks, ditches, trees, poles, crash walls and rails, and any other obstruction likely to seriously damage or upset a car which strikes it.
2. Maximum speeds attainable, and maximum cornering speeds. It must be borne in mind that a novice driver is treading on more and more unfamiliar ground the faster he is traveling. Speeds must be considered in conjunction with off-course hazards.
3. Condition of the course surface. Generally, bad surfaces should not be approved. First class unpaved surfaces are approvable, taking into consideration attainable speeds. Generally, courses with high speed dips that get a car airborne should be restricted to senior drivers only.
4. The installation of chicanes, and/or the marking of corners with artificial course marks, both subject to time penalties for displacement, may be required to increase safety margins at certain points on the course.

5. Any circuit approved for racing is automatically considered as having been approved for Senior driver participation. Further approval must be granted for Novice driver participation on these circuits.

6. The SCCA Master Liability Policy excludes coverage for fixed property within 100 feet of a course used for speed events requiring racing competition licenses. Although this exclusion does not apply to Solo Events of either Category I or Category II, caution and judgement must be used in setting up and approving courses and proper attention given to the location of property subject to damage from the event — such as buildings, fences, utility poles, hydrants, etc. Extreme care must be given to the location of spectator parking and viewing areas. Cautious judgement must also be used in determining whether or not an event should be classified as a speed event requiring a racing competition license — such as some hillclimbs, time trials, etc. — or whether it is truly eligible to be a Category I Solo Event. Doubtful classification should be clarified by the SCCA Executive Steward, and the SCCA insurance counselor should be consulted if necessary. The protection of life and property should be the prime factor governing all decisions related to course design, approval and event classification.

7. Courses which are too short, narrow, or tight for racing are approvable as time trial courses.

8. Full Consideration must be given to safety in the pits, around the start-finish areas, and flag stations. Particular attention must be given to assuring that timers are not placed in a hazardous location.

Generally, there are three classes of Category I Solo Events as follows:

1. Hill Climb — A speed competition between cars of one or more classes over a closed circuit having a significant elevation difference between start and finish lines. Cars compete one at a time against the clock. Due to off-course hazards, hill climb courses may quite frequently be restricted against novice driver participation in at least certain classes and/or categories of automobile. In some cases, they may be restricted to racing competition license holders and require racing organizational standards in other respects.

2. Time Trials — A speed competition on a closed circuit with one car at a time running against the clock for fastest time. This is not to be confused with

practice laps for course familiarization or timed laps to determine grid positions at races. Some high speed events called autocrosses, slaloms, traloms, gymkhanas, etc. are properly classified as time trials.

3. Acceleration Run – A contest to determine the fastest time over a specified straight distance from a standing start. Cars compete one at a time against the clock.

At events where novice drivers are allowed to participate, driver observers MUST be on course when novice drivers are running. Their observations of novice drivers shall be passed on to the Chief Steward for his use in signing off novice licenses to show satisfactory performance.

In addition, the following recommendations are made for events with novice driver participation:

1. A Chief of Driver Training should be appointed to assist all novice drivers. He should recruit experienced assistants to help him in the instruction of novice drivers.

2. All first-time novices should attend a “ground school” prior to beginning practice.

3. Novice drivers should make their practice runs in a group and separately from the Senior drivers to increase ease of observation and instruction and identify potentially hazardous drivers before competition begins. Novice drivers’ cars should be distinctly marked to indicate that they are driven by a novice.

Category II Events

Category II events are non-speed solo events organized by SCCA Regions, and are not individually sanctioned by SCCA. It is not the purpose of the Solo Events Regulations to alter, control or in any manner supervise Category II events other than to establish, where necessary, that they are are Category II events and adhere to basic safety standards.

Category II events are generally described by one of the following terms:

1. Gymkhana – generally a level-ground contest of car handling skill involving obstacles, forward and reverse maneuvers, clover leaf turns, parking and garaging exercises, etc. with a time and penalty scoring system. Some gymkhanas are straightforward contests more similar to slaloms and autocrosses.

2. Autocross — An event generally held on a paved flat surface, wherein the course generally consists of straight sections and connecting turns or corners, generally resembling a miniaturized road course. The course layout should be such as to emphasize car handling skill and maneuverability rather than performance. Generally, the course is well enough defined so that memory is not required to remain on course.

3. Slalom — Generally an event similar to an autocross, though it may be one particular serpentine portion of a gymkhana or autocross layout.

4. Tralom — Generally similar to an autocross or slalom, but with the course clearly and precisely marked on both sides around its entire length.

5. Field Trials — Similar to the above events but usually held on fields or soft and hilly ground. The terrain itself requires car handling skill. Sometimes called a "bash."

Course layouts should take into consideration the following points:

1. Courses must be tight enough so that cars run the entire course in their lower gears. Speeds should not exceed those attainable in legal highway travel, and the fastest portions of the course should be those most remote from spectators and property.

2. Except on permanent circuits such as Go-Kart tracks, the inner and outer limits of turns and corners should be marked by course markers, displacement of which results in time penalties. Corner limits must never be marked by curbs, buildings, poles, trees, soft shoulders or other hazards likely to cause damage to a car, or likely to cause a car to overturn.

3. Course layout should be such that competitors are not endangered by proximity of curbs, trees, buildings, etc.

4. Long straights should never terminate at a point where spectators or property are directly in front at a distance closer than that required to bring a car to a halt even with brake problems, a stuck throttle, etc.

5. Dips that get a car airborne should never be included. Such dips should be crossed at low speeds, preferably at an angle.

6. Great care should be taken in the start-finish area, and the location of timers and scorers. It is the most frequent area of lax safety precautions. The timers must be placed well clear of the course in a safe area. The last turn should be as tight as possible, and the finishing straight tightly defined.

7. Adequate provision should be made for spectator safety. In parking lot events, casual and uninformed spectators must be expected and provision must be made so that they will not unwittingly wander onto the course.

The following general event organizational standards should be adhered to.

1. Pursuant to SCCA insurance requirements, participants under 21 years of age are limited to members, prospective members, or guests.

2. All competitors must have a valid driver's license issued by their state of legal residence.

3. Competitors should be required to wear seat belts when driving in competition. Crash helmets are recommended. Roll bars in open cars are suggested.

4. All cars should be subject to a strict safety inspection based on the applicable standards for Category I events. Tubeless street tires should not be permitted unless fitted with inner tubes. Small sedans with swing axle rear suspension should be decambered to neutral or negative camber or fitted with a camber compensator.

5. Basic rules and standards for conduct of events should be drawn up before the event is run and available to all competitors. Local sports car club council rules, SCCA Regional, Area, or Divisional rules, or applicable portions of the SER may be used.

6. Penalties for course deviations or course marker displacement should be posted and available to all competitors.

7. Car classifications to be used and distribution of awards should be established prior to the event and available to all competitors.

8. An event chief official must be appointed to supervise the running of the event. His duties should be generally those of the Chief Steward and Event Steward of a Category I event.

9. All participants, both competitors and workers, must sign the SCCA waiver form.

All courses for Category II events should be approved by the Regional Steward before competition begins. He may request the course to be changed in the interest of safety, to comply with insurance standards, or because it is properly classifiable as a Category I event in its original form.

APPENDIX T

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