2015

Pirelli World Challenge Championship Series

Sanctioned by: SCCA PRO RACING

REGULATIONS

Article 1: General Regulations
Article 2: World Challenge
Article 3: PORSCHE GT Cup

Version 00: 0122.2015
The rules and regulations set forth herein are intended to assist in the orderly conduct of race events and to further participant and spectator safety. This is a guide and in no way a guarantee against injury or death to participants, spectators, or others. No expressed or implied warranties of safety or fitness for a particular purpose shall be intended or result from publication or compliance with these rules. All event participants compete at their own risk.

The PWCRR, complete with updates from current season Technical Bulletins, is available on the Pirelli World Challenge website.

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**REVISION HISTORY**

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INTRODUCTION

The following General Regulations apply to all Pirelli World Challenge Championship series (PWCCS), sanctioned by SCCA Pro Racing events. Regulations specific to Pirelli World Challenge (PWC) series and supplementary regulations are written to be in conformity with the General Regulations. Together they comprise the Pirelli World Challenge Racing Regulations (“PWCRR”). The PWCRR shall be applied in a reasonable and logical manner. It shall not be given strained, or tortured, interpretations. The PWCRR is a permissive document. Unless an item is specifically authorized by the PWCRR it shall be considered forbidden. References to PWCRR in this rule book include PWCRR versions as published on the World Challenge series website, as well as “Technical Bulletins,” “Participant Bulletins,” “PWC Racing Memos,” “Crew Chief Technical Notes,” “Chief Steward Briefing Notes,” and “Supplementary Regulations”, “VTS Sheets,” and other materials as applicable and designated by PWC.

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

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

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

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

Race events are conducted under the PWCRR and regulations issued for the individual Series unless otherwise specified.

WC Vision, LLC (WCV) reserves the right to disallow any part, change/modify any specification, and/or change/modify any rule or regulation when/if it is deemed necessary at its sole discretion. The PWCRR shall not constitute an expressed or implied warranty of safety or fitness for a particular purpose. All event participants assume all risks of any nature associated with their presence at and/or participation in a SCCA Pro Racing sanctioned event, or activity.
ARTICLE 1: GENERAL REGULATIONS

ARTICLE 1.1: ADMINISTRATOR AND SANCTIONING AUTHORITY

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

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

1.1.3: At race events, the Chief Steward /Competition DIRECTOR has authority for the conduct of all aspects of the event; with all other race officials reporting to him. Appeals of the Competition Director’s decisions, and actions, shall be addressed to the SCCA Pro Racing Board of Appeals at the National Office as provided in Article 1.12 of these Regulations. Race series officials have authority for the management, administration, and sanctioning of the Race Series, with ultimate authority retained by the WC Vision Sr. Management officials.

1.1.4: KNOWLEDGE OF, AND SUBMISSION TO RULES

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

1.1.4.1: He is acquainted with the PWCCS.

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

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

1.1.5: FINALITY OF INTERPRETATION AND APPLICATION

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

− Determinations by SCCA Pro Racing/WC Vision officials are non-litigable.— They will not initiate or maintain litigation of any kind against SCCA, SCCA Pro Racing, WC Vision, LLC or anyone acting on behalf of SCCA, SCCA Pro Racing, or WCV to reverse, or modify, such determinations, or to seek to recover damages, or other relief allegedly incurred, or required, as a result of such determination and.

− If a participant, entrant, competitor, or official initiates, or
maintains, litigation in violation of this provision, that individual or entity agrees to reimburse SCCA, and/or SCCA Pro Racing, and/or WCV for all costs of such litigation, including travel expenses, and attorneys’ fees. Competitors, or officials, involved in such litigation will have all SCCA Pro Racing and PWC privileges suspended until litigation is complete.

1.1.5.1: WCV reserves the right, in its reasonable discretion, to amend, or modify, the PWCRR at any time (including series regulations and event supplementary regulations) via supplementary Regulations, Tech Bulletins, Participant Bulletins, Competitor Bulletins, or Pro Racing Memos and other materials as appropriate and designated by SCCA Pro Racing / WCV.

1.1.5.2: The English text of these regulations will be used should any dispute arise regarding their interpretation. The final authority shall be the latest version of this document as posted on Pirelli world challenge .com and sccapro.com plus bulletins, memos, supplementary regulations and other documents as deemed appropriate by WCV and/or SCCA Pro Racing.

1.1.5.3: All Supplementary Regulations must be pre-approved by WC Vision, LLC and/or SCCA Pro Racing.

ARTICLE 1.2: ADMINISTRATION OF EVENTS

1.2.1: ORGANIZATION OF EVENTS
SCCA Pro Racing, and/or its designee, may organize an SCCA Pro Racing-sanctioned event.

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

1.2.3: INSURANCE REQUIREMENTS
All events sanctioned by SCCA Pro Racing must be insured for Event Liability and Participant Accident coverage. See the current year SCCA insurance handbook for details.

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

1.2.4.1: Medical and fire equipment as specified in Sanction Agreement.
1.2.4.2: A pre-arranged plan to cope with major emergencies.
1.2.5: EVENTS

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

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

1.2.5.1.2: The competition Director has ordered a postponement for reasons of safety, or forces, beyond his control.

1.2.5.1.3: The CHIEF STEWARD(s) involved shall have determined that there is no other acceptable alternative, and only after making every effort to review the situation with the RACE DIRECTOR and WC Vision management.

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

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

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

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

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

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

1.2.6.5: Restrict the course to certain grades of drivers.

1.2.6.6: Disapprove the course for all PWC Events.

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

ARTICLE 1.3: CONDUCT OF EVENTS

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

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

Limited Entry Events
The qualification for limited entry events will be posted in a PWC bulletin and supplementary regulations.

2015 Event Limited Entry Events
St. Petersburg Grand Prix, Long Beach Grand Prix and Detroit Grand Prix

Entries Not Accepted
Prepaid season entries that do not get accepted into limited entry events will be eligible for a refund for that event. Additionally, the entry will be eligible to receive double points for the next races matching the number of races not accepted by the series due to space availability.

Refunds
If entry is not accepted because of space limitations, 100% of event entry fees will be refunded. Refunds will not be given during the event. All refund requests must be submitted in writing and emailed to slangham@sccapro.com and sdunklau@wcvision.com

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

1.3.1.3: WITHDRAWAL of ENTRY
An entry may be withdrawn and must be received in writing via fax or email prior to the opening of on-site registration. Failure to withdraw prior to registration opening shall result in a forfeit of all fees. Event refunds will be administered as follows:

PREPAID Season
All full season prepaid entries, that for any reason are unable to attend all the events, will be eligible for a refund of 50% of the prepaid full season amount paid for that event. Maximum refunds for the 2015 season will be three events. Requests must be submitted in writing no later than 15 days prior to the event.

PAY PER Race
All entries that elect to pay on a per race basis, that for any reason are unable to attend the event, and request a refund in writing within 30
days of the first official day of that event, will be eligible for a refund of 100%. All other refund requests in writing up to turning a wheel in an official practice session will receive an 80% refund for that event. Once a wheel is turned in an official practice session, the entry is not eligible for a refund.

**Driver/Team Sponsor Packages**
Priority entry into SPGP and LBGP will be given only if the first 3 events are prepaid by the COTA deadline. These event payments will not be refundable.

All refund requests must be submitted in writing and emailed to slangham@sccapro.com and sdunklau@wcvision.com

St. Petersburg Grand Prix and Long Beach Grand Prix

1.3.1.4: CONDITIONAL ACCEPTANCE of ENTRY
These are professional championship competitions, PWC reserves the right to accept, or reject, the entry of any car or driver. In case of doubt as to the acceptability of an entry, an entry will not be allowed to compete unless approved by the President or Competition Director of WC.

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

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

1.3.1.7: REGISTRATION REQUIRED
A car/driver combination must be registered prior to the qualifying session of that event. No entries will be accepted following qualifying without the approval of PWC. Driver changes must be submitted one (1) hour prior to the scheduled opening of pre-grid for the session of the change.

1.3.1.8: SCCA PRO RACING ENTRY FORM
The entry fee amounts, entry deadline, and the total number of driver and crew passes will be indicated on each Official Pirelli World Challenge 2015 Event Entry Form.
1.3.2: PUBLICATION OF RESULTS AND DISTRIBUTION OF AWARDS
   1.3.2.1: The provisional results will be published as soon as possible after the completion of practice, qualifying or competition at the event. Results will become final and be distributed within 14 days after the conclusion of the event, excluding any actions as described in Article 1.11 and Article 1.12.
   1.3.2.2: A car must be classified as a finisher to earn prize money (see Article 1.8.4). How prize and contingency money is paid is up to WCV.
   1.3.2.3: Prize money will be awarded to the Entrant for each individual event in the series. Monetary awards will be sent from SCCA Pro Racing National Headquarters, providing the results are not under appeal.
   1.3.2.4: Each team/driver must have a federal W-9 tax form on file with WCV before any prize money will be paid.
   1.3.2.5: All prize money is paid by check or through direct deposit to the bank account on file with WCV.
   1.3.2.6: Any outstanding debts, or monetary penalties, to WCV shall be deducted from earned prize money, or a team may be invoiced if the earned prize money is insufficient to cover the debts, penalties, etc.

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

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

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

1.3.5.3: Teams that participate in any on-track activity during the
seven (7) calendar days prior to the first day of official sessions that
the team will be competing in, not authorized in Article 1.3.5.2, will
be subject to penalties. Those penalties include a minimum fine of
$1,500.00 up to exclusion from the event.

1.3.5.4: Sanctioned SCCA Regional and National events are not
prohibited. Driving schools that use cars still having the interiors
intact, and not having a data acquisition system installed on the car,
are not prohibited. Teams/Drivers may participate in track test days
within the seven prior days if they do not use equivalent equipment
to their race class. Equivalent equipment is defined as those car
models currently classified to compete in the class that a team
competes in e.g. a Pirelli World Challenge GT team may not test an
IMSA GT-3 Cup car when other Pirelli World Challenge teams are not
permitted to test because the GT-3 Cup car is classified in the Pirelli
World Challenge GT class.

ARTICLE 1.4: GENERAL REGULATIONS

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

1.4.2: QUALIFYING

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

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

1.4.2.3: Ties in qualifying times shall be resolved as follows: The
second-fastest lap of each of the cars involved shall break the tie,
(i.e., the car with the lowest of the second-fastest times will be
gridded ahead of the car with the slower second-fastest time). If
there is still a tie, then the third fastest times will be used, and so
forth, until the tie is broken. If a tie still exists after all times are
compared in the above manner, the tie will be broken by the CHIEF
of TIMING and SCORING flipping a coin with both drivers present.
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1.4.2.4: To qualify for the starting grid, the car/driver combination must achieve a time not slower than 110% of the average time for the fastest three (3) qualifiers. This rule may be waived at the discretion of the Race Director.

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

1.4.2.6: The WCV COMPETITION DIRECTOR may alter the qualifying procedures, and/or schedule, at his discretion. Alternate qualifying procedures may be, but are not limited to:
- One car at a time: warm-up lap, timed lap(s).
- Dividing the cars into groups, each group using a portion of the scheduled qualifying period. A qualifying session so divided will be considered one qualifying session.
- The details of these or other alternate, qualifying procedures will be outlined at a drivers’ meeting, or by such other written notice as deemed appropriate by SCCA Pro Racing. No prior notice of this change is required.
- **Note:** If the qualifying session must be cancelled, the grid will be determined on driver points. If no points have been established for the season, the grid may be determined by practice times, or other procedure as determined and announced by SCCA Pro Racing. If qualifying is cancelled, no points will be awarded for qualifying.

1.4.2.7: ONE DRIVER/TWO CAR ENTRIES

In the case of one driver being entered in two cars, the following shall apply: Back-up entries may be accepted at any time at the discretion of the COMPETITION DIRECTOR. All back-up entries must satisfactorily complete a safety inspection prior to entering the pits, or course.
- The driver will be allowed to practice, both cars, provided the back-up car is so designated by a supplementary marking, and provided the COMPETITION DIRECTOR and Timing / Scoring are notified before the back-up car is used.
- A driver is not permitted to change cars during a timed qualifying session; he may only drive one car in any given timed qualifying session. If a back-up car is used during a timed qualifying session, it can only be used in a session in which the primary car has not been used.
- Upon notification, the COMPETITION DIRECTOR will have
the starting grid prepared reflecting the decisions of the driver(s) involved.

- If the car which the driver selected to race is unable to start, the driver will be allowed to start from the back of the grid with his back-up car.

1.4.2.8: ONE CAR/TWO DRIVER ENTRIES

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

1.4.3: STARTING POSITIONS

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

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

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

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

1.4.3.5: WCV must approve any other method of determining starting positions.

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

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

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

1) Cars without a qualifying time, but being permitted to start by COMPETITION DIRECTOR, will be gridded in order of their fastest practice lap.

2) Then, cars moving to the back of the grid voluntarily (e.g. due to changing more than one tire, changing an engine) will be gridded in order of their fastest qualifying lap.

3) Then, cars being penalized after qualifying due to non-technical infractions will be gridded in order of their fastest qualifying lap.

4) Then, cars being penalized due to technical infractions will be gridded in order of their fastest qualifying lap.

1.4.4: GENERAL TECHNICAL PROCEDURES

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

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

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

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

1.4.4.3: Any car which after being passed by a technical inspector is dismantled, or modified, in any way which might affect its safety, or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented by the team for approval. If there is damage to the chassis of the vehicle, the tech sticker shall be removed from the vehicle. A new tech sticker may be issued after the vehicle is repaired and re-inspected.

1.4.4.4: Tech Inspection and the official scales will be available as specified in the event schedule. The official scales, and any other measuring tools, will be available for team use when they are not being used for official impound. If Teams are waiting to use the official scales or other measuring equipment, Teams will be allowed a maximum of 10 minutes per visit on the scales. Teams may reenter the Technical line as many times as they wish during official designated hours.

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

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

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

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

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

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

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

**1.4.4.12:** The COMPETITION DIRECTOR will take appropriate action including but not limited to:
- Determine whether the car will be excluded from the event, or allowed to compete.
- Impose penalties as provided for in Article 1.10.2, if appropriate.

**1.4.4.13:** Non-compliant Parts

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

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

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

1.4.5: RACE LENGTH

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

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

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

1.4.6: DRIVER AND MANUFACTURER CHAMPIONSHIP POINTS

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

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

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

1.4.6.4: Ties in the final driver, or manufacturer, point standings, will be resolved according to the driver’s, or manufacturer’s, record of first-place finishes then, if necessary, second, and so on.
ARTICLE 1.5: PARTICIPANTS AND MINOR PARTICIPANTS

1.5.1: SCCA MEMBERSHIP AND Annual Credential
All drivers and crew members, working in the pits, or other designated high-risk area, must be 18-years of age, or older, be a current SCCA member, and hold a current SCCA Pro Racing Participant I.D. License. Current SCCA members may crew at one SCCA Pro event per season on their SCCA membership and be assigned an event only credential. After one event a series hard card credential must be purchased. Participants 15-18 years old may be admitted upon issuance of a SCCA Pro Racing Minor Participant I.D. License. Minor Participant IDs must be issued from the SCCA Pro Racing office, and will not be issued at event registration. The SCCA Pro Racing Participant ID will remain the property of SCCA Pro Racing. Privileges may be revoked at any time for noncompliance with the PWCRR.

1.5.1.1: 15-year-old drivers may be licensed on a case-by-case basis. 15-year-old drivers wishing to participate in an SCCA Pro Racing Series shall submit a complete racing resume and an acceptable letter of recommendation from a major sanctioning body, racing series, driving school or other acceptable party. The driver shall send a completed SCCA Minor Waiver and recommendation along with the application to the SCCA Pro Steward of the series, notifying him that he wishes to compete. SCCA Pro Racing will determine the suitability of the driver for racing in the classes applied for. If approved, the driver will compete on a Provisional License for a minimum of two races prior to being considered for a Pro Racing License. All paperwork must be completed a minimum of 7 days in advance of an event. Licenses for 15-year-old drivers will not be issued at the track. Issuance of an SCCA Provisional or Pro Racing license to a 15-year-old driver does not supersede state and local rules or regulations governing minor participants.

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

1.5.3: ALCOHOL, NARCOTICS, DRUGS

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

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

1.5.3.3: PWC reserves the right, at any time, to require any participant to successfully complete, at participant’s expense, such tests as may be designated by PWC, including, but not limited to,
breath, blood, or urine. Refusal to submit to, and/or failure by participant of, such testing shall result in penalties. A drug test may be required and conducted anytime at the track or site assigned by the Race Director.

1.5.4: MEDICAL RESPONSIBILITY OF DRIVERS
No driver shall compete in any PWC event unless he has been examined by a licensed physician as required with issuance of a competition license and is certified by him to be medically fit to drive in automobile speed events.

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

1.5.5: ASSUMED NAMES
No driver, entrant, or crew shall enter and/or sign the entry form, or waiver and release, with an assumed, fictitious, or “nom-de-race” name.

1.5.6: PRESENTATION OF LICENSE
A driver, or entrant, where Entrant Licenses are required, shall show his license to a PWC official on demand.

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

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

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

1.5.8: GRADES OF LICENSE
1.5.8.1: To be eligible to compete in GT, GTA, GTCup, PWC, a driver must possess both a valid SCCA Pro Racing driver’s license, and a FIA driver’s license, and be an SCCA member.
To be eligible to compete in GTS TC , TCA, or TCB PWC, a driver must possess either a valid SCCA Pro Racing driver’s license, and be an SCCA member

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

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

1.5.9: SCCA PRO RACING DRIVER LICENSE REQUIREMENTS
The SCCA Pro Racing Driver License holder is eligible to participate in SCCA Pro Racing sanctioned races not requiring an FIA International license.

1.5.9.1: Requirements for Pro Racing Driver License and Renewal
- SCCA Pro Racing Driver License application completed in full.
- Current membership in SCCA.
- One photo emailed to email address on application in .jpg format.
- Driver must have competed in an SCCA Pro Series, or equivalent, in the past 12 months prior to application. Or have a letter of recommendation from another SCCA Pro Racing recognized sanctioning body and a resume of experience.
- SCCA Pro Racing licenses are valid for the calendar year, January to December.

A physical examination is required of each competitor applying for a Pro license, in the following manner:
- Every five (5) years for those 15-39 years of age
- Every three (3) years for those 40-49 years of age
- Every two (2) years for those 50-59 years of age
- Every year for those 60 years of age and older

Medical must be less than 90 days old at the time of application.

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

1.5.9.2: Requirements for FIA Driver License and Renewal:
- SCCA Pro Racing physical examination form completed in full. Medical must be less than 90 days old at the time of application.
- FIA Driver License application completed in full.
- Current SCCA Membership.
- Photo emailed to email address on application in .jpg format.
- Driver must hold, at the time of applying for an FIA Driver License, an SCCA full Competition license, or SCCA Pro Racing Driver license, and must have successfully completed
five (5) National/Majors events, or the equivalent, in the 12 months prior to application.

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

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

1.5.10: MANDATORY ATTENDANCE AT PRE-RACE MEETINGS
Prior to every PWC race, the RACE DIRECTOR will conduct a meeting with the drivers and crew chiefs/team managers. This may be a single meeting, or separate meetings. All will be briefed on the rules governing the competition and specifically, any new rules, or regulations, pertaining to the competition. Crew chief and drivers attendance is mandatory for their respective meetings. Failure of any driver, or crew chief, to attend these meetings shall result in a minimum fine of one hundred fifty dollars ($150.00 U.S.). In addition, failure to attend these meetings shall negate any protest, or action, by the entrant, or driver, regarding any penalties that may be assessed during the competition for an infraction of a rule that was the subject of discussion during the meeting that was missed. Additionally, drivers may be required to attend autograph sessions and/or interviews if notified. Crew chiefs, team managers, and entrants may also be required to attend interview sessions if notified. Drivers meetings are mandatory unless prior permission is granted by the competition Director. Penalties for missing a meeting may include loss of time in session or loss of fastest time. For repeat offences the penalty will be increased.

ARTICLE 1.6: RULES OF THE GRID, Paddock, Pits and Road

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

1.6.2: All personnel in the pit lane must have their SCCA Pro Racing Participant Photo I.D. available at all times.
1.6.3: Smoking is not allowed at any time in the pits. Pets are prohibited in the pits at all times.

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

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

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

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

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

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

1.6.9: The RACE DIRECTOR/Technical Manager may order any car removed from the course if, in his judgment, it constitutes a hazard to other competitors because of insufficient speed, fluid spillage, or any other reason.
1.6.10: All major body components should be maintained in normal positions throughout the competition. In the event that loss of bodywork is a safety hazard, the car may be black-flagged.

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

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

1.6.12.2: It is the driver’s responsibility to maintain a SAFE and REASONABLE speed, at all times while operating the vehicle in the pit lane. A maximum pit lane speed limit of 35 miles per hour will be imposed at all races, unless otherwise stated in the Supplementary Regulations, or by the COMPETITION DIRECTOR.

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

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

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

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

1.6.12.7: No crew members shall stand on the pit lane wall, or on pit equipment that is not specifically designed to have people standing on it (e.g. scoring stands). Anybody sitting on the pit lane wall shall keep their legs behind the pit lane wall.
1.6.12.8: Tire warming, weaving the car back and forth, or any other behavior which may endanger individuals in pit lane is prohibited. There will be no practice of standing start or wheel spin from pit stall at any time. Standing starts may only be done in the designated area.

1.6.13: TEMPORARY PIT SHELTERS

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

1.6.14: PIT STOP REGULATIONS

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

1.6.14.2: After the car has stopped at its pit at any time during practice, qualifying, or race, only the people listed here may be over the wall in the working pit area – drivers involved in a driver change, an identifiable service company representative examining a car’s components, and no more than four (4) crew members, plus the Pit Stop Supervisor.

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

1.6.14.4: Cars may not be removed to the paddock area from the course, or the pits, during a qualifying session.

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

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

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

1.6.14.8: Major Repairs

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

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

1.6.14.10: Refueling is not permitted on the grid, garage or in the pit lane area at any time. Refueling of vehicles shall only be done at a team’s paddock space, or at the fuel truck/pumps, unless otherwise specified by the technical Manager.

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

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

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

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

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

1.6.15.2: BLACK & WHITE DIVIDED DIAGONALLY
Competitor warning displayed with number board. Flag is shown at start/finish area and is used for improper driving conduct.

1.6.15.3: BLACK
Summons competitor to officials in pit lane for consultation and/or penalty. Shown with number board from start/finish and designated
station(s) on the circuit. The Competitor has 2 laps to comply with this command. If the Competitor does not observe the command to pit within 2 laps, the competitor will officially stop being scored, subject to fine and penalties and placed at the appropriate finishing position at the time of exclusion. If the penalty is given within the last 2 laps and the Competitor does not obey the command, the Race Director has the option of altering the finishing position accordingly. This decision by the Race Director is non-appealable. All driving conduct penalties will be issued a black flag, in which case the above rule applies. This is a mandatory command flag.

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

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

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

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

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

1.6.15.7.1: Use of the Onboard Safety Light System:
- When activated, the system is on-board confirmation that a caution condition exists around the circuit. Double yellow flags will be displayed at the same time at corner stations and start/finish.
- Once activated, the system will be extinguished prior to the green flag being shown at start/finish. If the light does not go out immediately, the green flag takes precedence.
If a car is overtaking when the light comes on and the pass is not completed, the overtaking car must relinquish the pass and fall in line behind. If a pass is inadvertently completed while the light is on, the pass may be reversed without penalty.

If a car stalls on a standing start, the system may be activated and a restart may occur. Yellow flags will also be shown along the pit wall. These waiving yellow flags are advisory only. If all cars proceed or any incident is resolved during the first lap, a restart may occur without use of the safety car.

The team is responsible for the proper installation, operation and maintenance of the system.

A tester will be available to check the operation of individual installations. The system will be activated on the presentation lap or the pace lap prior to each race. Additionally, the system may be tested on “out” laps at the beginning of practice, and/ or qualifying. Advisory announcements will be made in this case.

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

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

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

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

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

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

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

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

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

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

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

1.6.16.5: Overtaking, according to the circumstances, may be carried out on either the right or the left. However, maneuvers liable to hinder other drivers, such more than one change of direction to defend a position, deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are strictly prohibited. Any driver who appears guilty of any of the above offences will be subjected to a penalty.

1.6.16.6: SAFE PASS

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

1.6.17: COUNTER RACE DIRECTION

During an event, it is expressly forbidden to drive, or tow, a car at any time, or under any conditions, in a direction opposite to that in which the event is being run without the specific approval of the COMPETITION DIRECTOR. Infraction of this rule may mean immediate disqualification.
1.6.18: DISABLED CARS
   If, for any reason, a driver is forced to stop his car on the course during an event, it shall be his first duty to place his car in such a manner as to cause no danger, or obstruction, to other competitors.
   When practical, Race Control may allow a disabled car to be brought back to the pits.

1.6.19: RAIN RACING PROCEDURE
   1.6.19.1: If a race is started in the dry, and it starts to rain a safety car may be dispatched. The opportunity to change to rain tires will use one of the procedures:
   - If the race has covered half distance or more, it may be stopped with the CHECKERED FLAG at any time.
   - If the race has not reached half distance, the RED FLAG will be used to bring all cars into the pits, or stop at any place the Chief Steward / COMPETITION Director decides is appropriate
   - If the Red Flag is changed to a Checker Flag, do to course conditions, the last Green Flag lap will be used to score the race.
   **Note:** Due to time constraints, the procedure described above may not apply during time certain events.
   1.6.19.2: The Race Director will not designate any session as a “rain session”.
   1.6.19.3: The installation of rain tires is at all times the choice of the driver and/or crew chief. The exception is during a race following 1.6.19.1

1.6.21: SAFETY CAR
   1.6.21.1: The Race control may order the dispatch of a Safety Car if he deems it necessary for safety reasons.
   1.6.21.2: All flag stations will go to standing double yellow flags except for waving yellow flags at the scene of the incident and the onboard yellow lights will be illuminated.
   1.6.21.3: The Safety Car shall be equipped with flashing lights. It will enter the circuit immediately preceding the leading car; should it fail to do so, cars following it will be waved by the Safety Car one at a time until the car leading the race in first overall place is immediately behind the Safety Car. The leading car, and those behind it, shall not pass the Safety Car except when the official in the Safety Car waves them by. All cars should attempt to gather up behind the Safety Car. The Safety Car speed may be adjusted as needed to resolve competition issues.
   1.6.21.5: The Safety Car will remain on the circuit as long as deemed necessary by the COMPETITION DIRECTOR and will remain under his control at all times. If possible, on the lap preceding the
restart, the Safety Car flashing lights and the yellow onboard light system shall be extinguished at a predetermined point to advice drivers of the imminent withdrawal of the Safety Car. It will then exit the course preceding the display of the green flag at the start/finish line. Restarts are single file, cars out of line, or passing, before the green flag has been displayed may be penalized.

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

1.6.21.7 When the green flag is displayed, racing shall resume immediately around the track.

1.6.22: GENERAL PADDOCK REGULATIONS

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

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

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

ARTICLE 1.7: VEHICLE RELATED ITEMS

1.7.1: VEHICLE REGISTRATION
All cars must be registered by submitting a Vehicle Registration Form and a service fee to SCCA Pro Racing. This service fee puts the entrant on the email list to receive all mailings, emails, results, technical
bullets, and other information for the Series. Additionally, it entitles him to receive Series decals and patches for the year and registers the car number for the year. Acceptable numbers include 1 through 99. Three digit numbers are not acceptable. No number will precede 1 in official entry lists or programs. Questions regarding registration can be directed to the Pro Racing Office.

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

ARTICLE 1.8: EVENT CONDUCT TERMS
The following definitions and techniques shall be observed at all SCCA Pro Racing sanctioned events.

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

1.8.2: TIMING AND SCORING
  1.8.2.1: For rolling starts, the timing and scoring shall commence when the leading automobile crosses the starting line.
  1.8.2.2: For a standing start, the timing and scoring shall commence at the start, or if automatic timing apparatus is used, at the moment it is operated.
  1.8.2.3: Current My Laps transponders shall be used as the official timing system of PWC.

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

1.8.4: FINISHERS
The race will end officially when the overall leader crosses the finish line for the first time after the expiration of the time/distance specified for the competition. Finishing positions will be determined according to the number of laps completed regardless of whether the car is running
at the finish. Cars completing the same number of laps will be ranked according to the time taken to complete those laps. A competitor must complete 50% of the leaders laps in his class to be considered a finisher of the race. See 1.8.1 Starter.

**1.8.4.1: TIMED RACES or TIME-LIMITED DISTANCE RACES**

As directed by the COMPETITION DIRECTOR, Timing and Scoring will keep the official time and distance, and will announce whether the race will be a time, or distance, competition along with the laps remaining. This decision is final and is not subject to protest or appeal.

**1.8.4.2: DEAD HEATS**

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

**1.8.4.3: MINIMUM DURATION**

If a race is stopped during the competition, it shall be the sole decision of race control to restart the race, or declare the race complete. If the race will be restarted, the cars shall be gridded according to the last completely scored lap. If the race is declared complete, the cars shall be scored according to the last completely scored lap.

**1.8.4.4: WINNER**

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

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

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

**1.8.5: MEDIA RIDE GUIDELINES**

See Appendix O

**ARTICLE 1.9: OFFICIALS**

**1.9.1:** The staff of Chief Officials, whose duty it shall be to direct the control of the event may include:
1.9.2: They shall be termed “officials” and may have assistants, also termed “officials,” to whom any of their duties may be delegated. They shall be at their posts from before the on-track scheduled sessions until after all events and resulting official actions are complete, except as they are excused by the **COMPETITION DIRECTOR**. No Official shall have a direct conflict of interest arising from direct involvement or connection with the organizers, or sponsors of an event, which in the sole discretion of the WCV President, may affect his ability to impartially perform his duties, or with any entrant or driver taking part. In addition he shall not compete in any competition during an event at which he is officiating.

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

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

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

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

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

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

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

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

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

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

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

1.9.8: CHIEF OF TIMING & SCORING

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

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

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

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

1.9.8.4.1: No grids or results will be considered official unless signed by the Chief of Timing and Scoring.
1.9.8.4.2: The CHIEF OF TIMING & SCORING shall give a copy of all scoring information to the TECHNICAL MANAGER to aid with competition analysis.

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

1.9.9: PRESS OFFICER

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

1.9.9.2: He shall advise officials on press information, and act as liaison with the track and promoter press director.

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

1.9.10: STARTER

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

1.9.11: DRIVER STEWARD

1.9.11.1: Driver steward is responsible for driving infractions on the track. He reports all driver misconduct to the Competition Director

1.9.12: SERIES MANAGER

1.9.12.1: Shall serve as the liaison between the scheduled race tracks, competitors, SCCA Pro Racing, and series vendors.

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

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

1.9.13: DIRECTOR OF COMPETITION

1.9.13.1: Directs the overall competition program, including: fitness of cars for competition, equalization, technical aspects, and consults with the Chief Steward on race operations, safety issues and appropriate rules administration, including appropriate penalty levels. Competition Directors may be appointed and may perform all or some of these duties as appropriate or as directed.
ARTICLE 1.10: DISCIPLINARY ACTIONS

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

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

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

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

1.10.1.4: Reckless, or dangerous, driving.

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

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

1.10.1.7: Violation of the terms of probation.

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

1.10.1.9: Unsportsmanlike conduct.

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

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

1.10.1.12: Failure to allow inspection, or disassembly, of an automobile as directed by the TECHNICAL MANAGER, or the COMPETITION DIRECTOR may result in disqualification or penalties.

1.10.2: PENALTIES

1.10.2.1: Any participant, official, entrant, or SCCA member violating the PWCRR, or the Supplementary Regulations, or any conditions attached to the sanctioning of the event by SCCA Pro Racing, or any special rules of a course, may be penalized as provided by the PWCRR. The authority to assess penalties is not limited to violations occurring during the course of a racing competition.

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

1.10.2.3: The penalties which may be assessed are:

1.10.2.3.1: Reprimand

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

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1.10.2.3.2: Fine and/or loss of prize money
- A fine up to $250,000 may be imposed by the President of WCV against any entrant, driver, or participant for conduct detrimental to the Organization, or the Organization’s clients, or partners. Also the Competition Director or other board may impose a fine up to $50,000. A driver’s competition privileges are automatically under suspension, and shall remain under suspension until payment is received for each or all of the above fines. Suspending drivers will not be allowed to participate in any SCCA Pro Racing sanctioned competition until reinstated by the President of SCCA Pro Racing. After the Technical Manager makes a determination that a breach of the technical rules is the entrant’s responsibility and not the driver’s, the entrant must pay all fines associated with the technical infraction or be suspended from future competition until the fine is paid in full. This suspension includes all team cars, not just the one involved in the infraction. just the just one involved in the infraction.
- All fines, and forfeited protest fees, shall be remitted to
  
  **SCCA Pro Racing, Ltd. 6620 Dwight St**
  **Topeka, KS 66619.**
- In addition to a fine, a penalty of the loss of some, or all, prize monies due may be imposed.
- Any entrant or driver who is disqualified in any competition shall automatically forfeit all rights to awards in that competition.

1.10.2.3.3: Time or Position
Time or Position penalties may be imposed by the Race Director. The Race Director may, during a competition, summon a car to pit lane for an infraction to be held **at pit out or in the penalty box for a period of time.** Such penalties shall be served under green course conditions. Following a caution period the penalized car must receive the green flag on course before entering pit lane.

1.10.2.3.4: Laps
Contestants may be penalized one, or more laps by the Race Director.

1.10.2.3.5: Disqualification from competition
Disqualification from competition may be imposed on a driver, entrant or automobile by the Competition board.

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

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

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

1.10.2.3.9: Expulsion
Expulsion from PWC events may be imposed by the Competition Director with the approval of the WCV President.

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

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

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

1.10.2.7: Publication of Penalty
PWC shall have the right to publicize that it has penalized any person, organization, or automobile, and the reasons therefore. The persons, or body referred to in the notice shall have no right of action against WCV, SCCA Pro Racing, or against any person publishing such notice.
ARTICLE 1.11: PROTESTS AND OTHER ACTIONS

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

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

1.11.2.1: All protests shall be made to the COMPETITION DIRECTOR, or his designee.

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

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

1.11.2.4: A protest against the results of a segment of the competition shall be made within 30 minutes of publication, posting, or distribution of the provisional results.

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

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

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

1.11.3: PROTESTS AGAINST AUTOMOBILES

1.11.3.1: The decisions of the TECHNICAL MANAGER are non-protestable and non-appealable. The TECHNICAL MANAGER may, in specific instances with the agreement of the COMPETITION DIRECTOR, permit protests against automobiles. If allowed, the following procedures in Article 1.11.3.2 to Article 1.11.3.7 shall apply.
1.11.3.2: Entrants taking part in a competition may request that an automobile in their class be disassembled, inspected, or any other test be made, provided that they post a cash bond with the COMPETITION DIRECTOR as determined by the COMPETITION DIRECTOR in his sole discretion to be sufficient to cover the total expenses of disassembly, inspection, and reassembly. Tear downs must be completed as specified unless fully, or partially, withdrawn by the protester.

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

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

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

1.11.3.6: If the automobile is found upon inspection to not conform to the PWCRR, 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 COMPETITION BOARD shall deem appropriate.

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

1.11.4: HEARING PROTESTS

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

1.11.4.2: It is expected that protests will be reasonable, logical, and based on sound evidence, thus well-founded. A well-founded protest shall further be defined as one upon which reasonable individuals may differ. A well-founded protest may still be denied. If a protest is judged to be not well-founded, the protest fee shall
be forfeited. If it is proved to the satisfaction of the COMPETITION BOARD 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 PWCRR and may be penalized by the COMPETITION BOARD for this additional breach of rules.

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

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

ARTICLE 1.12: APPEALS

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

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

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

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

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

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

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

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

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

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

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

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

ARTICLE 1.13: ON-BOARD VIDEO / TELEVISION CAMERAS
WCV retains all worldwide broadcast, radio, film and video rights to all aspects of WCV events, including all images attained from on-board cameras. Any broadcast or use of on-board camera footage of WCV events without the express written permission of WCV is prohibited.

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

1.13.2: WCV’s general policy is to allow teams the use of video images attained from on-board cameras only for the purpose of driver training without charge. No commercial use is authorised without written permission from WCVision.

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

ARTICLE 1.14: TRANSPONDERS

1.14.1: At PWC events all cars are required to use current My Laps timing transponders. Transponders shall be mounted in accordance with the instructions given by the TECHNICAL MANAGER.

1.14.2: Cars without a working transponder will not be timed. Timing & Scoring will attempt to manually gather some times during the practice and qualifying sessions for a car with a non-working transponder, but this is not guaranteed.
ARTICLE 2: PIRELLI WORLD CHALLENGE

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

SERIES WEBSITE
http://www.world-challenge.com

ARTICLE 2.1: PURPOSE AND INTENT
2.1.1: The purpose of the Pirelli World Challenge is to provide an opportunity for teams and manufacturers to showcase their vehicles and products through a Championship Series of closed-circuit speed events.
2.1.2: In keeping with this purpose, vehicles and products used in the series must be identifiable with the vehicles and products offered for sale to the public and available through the manufacturer’s normal distribution channels.
2.1.3: The Pirelli World Challenge will be divided into 7 driver classifications and 6 classes of vehicles, to be designated as Grand Touring (GT), Grand Touring A (GT-A) Grand Touring Cup (GTCup) Grand Touring Sport (GTS), Touring Car (TC), Touring Car A (TCA) and Touring Car B-Spec (TCB). These classes will be primarily differentiated by engine displacement, performance potential, placement within market, and body style.

2.1.3.1: Grand Touring (GT)
The allowed body styles within this class are coupe, sedan and convertible. The cars permitted in GT are typically sold in the market as “sports” cars, “sport-touring” cars, or performance versions of “luxury” cars. Forced induction is permitted on cars that come equipped with forced induction stock, or on cars that PWC has determined need help reaching the target horsepower range. Power output ranges from 450-525 Wheel hp. Weight varies depending on power output and tire size. All of the vehicles in GT are rear- wheel drive, or all-wheel drive.

2.1.3.1.A: Grand Touring Sportsman (GT-A)
The allowed body styles will be compatible with the GT Class. These cars may include FIA GT 3 Homologated cars. This is a driver classification to differentiate Professional drivers from Sportsman drivers in the same equipment.
GT-A drivers will compete for the Sportsman Cup. The qualifications for a GT-A driver may include but not be limited to the FIA Bronze designations. Drivers who wish to be considered for the GTA designation must apply to in writing to PWC competitions department with a summary of experience in ANY class for the three years preceding the current year. A driver who achieves an overall 1st, 2nd, 3rd position, or TWO overall 4th, 5th positions will automatically be moved to the GT class. Points will be awarded on actual finishing position overall. All on track driver performance will be evaluated during and after each event and may be used to determine driver classification. The Director of Competition will have the final decision on whether a driver qualifies for this class.

2.1.3.1.B: Grand Touring Cup (GTCup)

The only allowed vehicle will be the MY 2015 specification Porsche GT3 Cup car. The GT Cup class features Porsche 991 GT3 Cup Cars that will run as part of the overall GT Class races. They run with a separate victory circle presentation alongside that of the GT/GTA class winners. Drivers for GT Cup must hold a SCCA Pro license and have enough current participation to qualify for FIA Grade B. FIA rated drivers to Gold level will be permitted along with drivers having “equivalent” level participation in both open and closed wheel championships in any country. Platinum, “works” or other equivalent classified factory level open/closed wheel drivers will not currently be permitted. PWC Competitions department will have the final decision on whether a driver qualifies for this class.

2.1.3.2: Grand Touring Sport (GTS)

The allowed body styles within this class are coupe, sedan and convertible. The cars permitted in GTS are typically marketed as “sports cars”, “sport-touring cars” or performance versions of “luxury” cars but at a lower permissible preparation level than GT. Forced induction is permitted on cars that come equipped with forced induction stock. Power output ranges from approximately 300-400 Wheel hp.

Weight varies depending on power output and tire size. Front- wheel, rear-wheel, and all-wheel drive configurations are permitted.

2.1.3.3: Touring Car (TC)

The allowed body styles in this class are 2 seat roadsters, coupes, hatchbacks, wagons, sedans. Power output ranges from approximately 200-275 wheel HP. Weight varies depending on the power output of the individual drivetrain configurations. Front- wheel, rear-wheel, and all-wheel drive configurations are permitted. Forced induction may be allowed on cars that have forced induction systems available from the manufacturer which do not void the factory warranties.

2.1.3.3.A: Touring Car A (TC-A)

Touring Car A is an evolution of the current TC class specifications. It is developed to minimize the build cost of the TC platform. The class will have an emphasis on maintaining cost effectiveness while providing an easy avenue to entry into professional racing. Performance modifications will be limited to mainly chassis tuning. Front wheel and rear wheel drive configurations are permitted. Target power output is 140-180 wheel hp from non-modified stock engines. Forced induction maybe allowed on cars that have forced induction systems available from the manufacturer as a stock engine option.
2.1.3.4: Touring Car B-Spec (TCB)

B Spec cars competing in Pirelli World Challenge (PWC) will from here on be known as Touring Car B-Spec (TCB). These are smaller cars with small, efficient, motors. Modifications are limited to manufacturer specified performance spring and shocks to keep overall cost down. Cars competing in TCB are prepared closely but not limited to SCCA Club Racing B Spec rules, additional equipment will be required starting with Article 2.7. Balance of Performance is controlled by the Competition Director.

ARTICLE 2.2: VEHICLE ELIGIBILITY

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

2.2.2: Unless specifically stated in the PWCRR or the applicable VTS sheet, vehicles must remain stock. Parts may not be added, removed, modified or replaced from a vehicle’s stock configuration unless specifically allowed in the PWCRR or applicable VTS sheet.

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

2.2.4: Class Specific Articles 2.4, Article 2.5, Article 2.6 Article 2.7 Article 2.8 and Article 3.0 only apply to vehicles competing in the indicated class.

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

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

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

2.2.5.3: The applicable VTS sheet has precedence over the GT3 homologation document.

2.2.6: If a vehicle’s body style has been out of production throughout North America for more than three years it cannot compete in more than 4 Pirelli World Challenge events per year, unless otherwise authorized by PWC Competition Director.

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

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

2.2.9: FIA GT3 cars will compete in the GT class using there currently approved homologation. WCV will use the
homologation specifications as the official measurement. The Series reserves the right to make necessary changes to the Balance of Performance in order to ensure parity. It is also highly recommended that in addition to the homologated FIA safety equipment that the following safety enhancements be made: install Window and Right Side Nets as per Appendix H, and that seat, seat back braces and leg supports be installed as per Appendix K. All GT3 cars are required to submit the FIA Homologation document to the Technical Manager a minimum of 30 days before the first event entered The Homologation fee for all new entries into the GT class will be $10,000 paid prior to final approval by WCV. Endurance Variances will be allowed for GT3 cars. E.g. axles and quick disconnects. Ferrous springs, roll bar diameters and brake pad material are free.

2.2.9.1: Dampers For 2015 Entrants with FIAGT3 must run the homologated dampers. The internal damping characteristics may be adjusted. Any variant to the homologated damper must be presented with the appropriate FIA paperwork from the manufacturer or team

2.2.10: The Homologation fee for all new entries into the GTS class will be $10,000 paid prior to final approval by WCV.

2.2.11: The Homologation fee for all new entries into the TC/ TCA/ TCB classes will be $750 paid prior to final approval by WCV.

ARTICLE 2.3: AUTHORIZED MODIFICATIONS

2.3.1: CHASSIS

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

2.3.1.2: It is permitted to attach a plate, or pad, under the car to provide for jacking of the car, provided it serves no other purpose. It is prohibited to install any kind of device, which protrudes from the rocker panel or side of the car. However, tubes may be attached to the roll cage, or chassis, and extend to the inner surface of the rocker panel, or bodywork, and act as a receptacle for a jacking fixture. Air jacks are permitted, but no air source may be carried on board.

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

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

2.3.2.1: The following items may be removed:
- Seats.
- Sun Visors.
- Seat belts, attaching hardware and brackets.
- Headliner, dome lights, grab handles.
- All interior trim panels except dashboard.
- Heating and Air Conditioning components.
- Audio and video systems.
- Window winding and central locking mechanisms.

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

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

2.3.2.4: It is permitted to modify the dash pad in order to run the roll cage tubes through the dash area as long as the dash pad is modified only enough for roll cage fitment. If necessary, the dash pad may be parted to ease installation around roll cage. Any such parting shall be done in such a way as to minimize the appearance that they have been separated once pieces of dash pad are installed.

2.3.3: BODY

2.3.3.1: As viewed from above at the centerline of the wheel; the fender shall completely cover the "tread" portion of the tire. Only the tire side-walls may be visible.

2.3.3.2: Front windows shall be down or removed.

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

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

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

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

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

2.3.3.8: Wiper blades are unrestricted.

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

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

2.3.3.11: Wheel wickers are only allowed to be used if they come as a standard OEM part on that model car or if they have been approved in writing via a VTS request supported with diagrams or digital images. If approved, these images will be attached to the VTS.

2.3.4: ENGINE

2.3.4.1: Engine Block

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

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

2.3.4.2: Reciprocating Assembly

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

2.3.4.3: Cylinder Head

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

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

2.3.4.4: Induction System

2.3.4.4.1: Air filter elements are unrestricted.

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

2.3.4.4.3: Ram air is permissible for all GT cars as long as the
body configuration does not change. GTS and TC may use ram air without modification if it came as standard equipment from the manufacturer for that particular model/engine configuration. Body work may not be changed from OE to enhance the intake system.

2.3.4.5: Inlet Air Restrictors

2.3.4.5.1a: Unless otherwise specified Flat Plate Restrictors: for, TC, TCA, TCB. Forced induction vehicles may be subject to additional constraints.

Required flat plate restrictors shall be placed between the throttle body and the inlet face of the intake manifold. If the car has multiple throttle bodies, a restrictor must be placed on each throttle body. The restrictor shall be mounted by sliding it over the end of all the throttle body mounting bolts, there shall not be any slots at the corners of the restrictors.

Flat plate restrictors must be a flat steel plate, 0.76 - 1.52 mm (0.030 - 0.060 in) thick, with a round hole of the required diameter for each throttle butterfly within the approved throttle body or bodies.

The required hole(s) in the restrictor(s) shall be centered, +/- 1.0 mm (.039 in), on the butterfly opening(s) within the throttle body(ies).

A spacer that is a maximum of 6.0 mm (0.250 in) thick may be placed between the throttle body and the restrictor. Spacers must have a straight hole, the same diameter as the throttle body, and shall not minimize the effect of the restrictor.

2.3.4.5.1b Flat plate restrictors for GTS, TCB.

Required flat plate restrictors shall be placed in front of the throttle body. If the car has multiple throttle bodies, a restrictor must be placed on each throttle body. The restrictor shall be mounted by sliding it over the front of the throttle body air horn.

Flat plate restrictors must be a flat plate, .375” thick, with a .375” radius on the entry side of the restrictor hole.

The required hole(s) in the restrictor(s) shall be centered, +/- 1.0 mm (.039 in), on the butterfly air horn opening(s).

A spacer that is a maximum of 6.0 mm (0.250 in) thick may be placed between the throttle body and the restrictor. Spacers must have a straight hole, the same diameter as the throttle body, and shall not minimize the effect of the restrictor.

2.3.4.5.2: Sonic Intake Restrictors (SIR)

A SIR may be required to regulate HP. If a SIR is required it must be placed upstream of the intake manifold, throttle body and/or turbo if so equipped. SIR can be no larger than 6.5” in length and 3” outside diameter. The middle I.D. of the hole must be 3/4” long. Only PWC supplied SIR’s will be used. All SIR’s are the property of PWC.
2.3.4.6: Ignition System
2.3.4.6.1: Spark plugs, spark plug wires, ignition coils and distributors are unrestricted provided the stock quantities and locations are retained.

2.3.4.7: Fuel Injection
2.3.4.7.1: Fuel injector(s) and fuel rail(s) must maintain the original number and mounting location(s), but are otherwise unrestricted.
2.3.4.7.2: Fuel pumps and fuel filters are unrestricted in type, size and number.
2.3.4.7.3: The location and type of the fuel pressure regulator(s) are unrestricted provided they are mounted within the engine compartment.
2.3.4.7.4: Cooling of fuel is prohibited. This applies equally, whether the fuel is in the car, or not.
2.3.4.7.5: Stock OE Schrader Valve fuel pressure test ports may be used as an alternative fuel sample port. Teams must provide their own adaptor hose

2.3.4.8: Oiling System
2.3.4.8.1: Engine oil and filters are unrestricted.
2.3.4.8.2: Coolers for the engine oil are unrestricted in number, type and location, provided they do not alter the external appearance of the car.
2.3.4.8.3: Oil hoses and associated clamps and hardware are unrestricted.
2.3.4.8.4: Oil pan and pickup may be modified.
2.3.4.8.5: Accusump-style oil accumulators may be used.

2.3.4.9: Cooling System
2.3.4.9.1: Radiators may be replaced, provided the replacement is mounted without body or structural modifications.
2.3.4.9.2: Cooling hoses and associated clamps and hardware are unrestricted.

2.3.4.10: Other
2.3.4.10.1: Drive belts are unrestricted.
2.3.4.10.2: Replacement gaskets and seals are unrestricted. Replacement gaskets and seals must be made out of material(s) designed to seal the parts of an engine. Replacement gaskets and seals may not perform any other functions.
2.3.4.10.3: Engine mounts are unrestricted, provided they do not alter the location of the engine.
2.3.4.10.4: Heat insulating tape is allowed in all classes.
2.3.5: ENGINE MANAGEMENT, DRIVER AIDS, DATA ACQUISITION

2.3.5.1: Engine Management
2.3.5.1.1: Engine management (control of spark and fuel) are class specific.

2.3.5.2: Driver Aids
2.3.5.2.1: Electronic driver aids are not permitted, with the following exceptions:
2.3.5.2.1.1: Stock ABS systems may be used.
2.3.5.2.1.2: Stock launch / traction control systems may be used.
2.3.5.2.1.3: Engine management systems may be programmed to limit vehicle speed in pit lane to the 35 MPH maximum. The pit lane speed limiter shall be activated through a switch and the switch shall be labeled to indicate its purpose.
2.3.5.2.2: The Engine Speed Limit set within the engine management system shall be the same for all gears.
2.3.5.2.3: Pit lane speed limiting devices are permitted

2.3.5.3: Data Acquisition
2.3.5.3.1: Cars may be equipped with data acquisition systems, consisting of a data logger, sensors and required wiring. Data loggers may be integrated with the engine management system and instrumentation. Tire pressure monitoring is allowed, but you may not adjust tire pressure remotely.
2.3.5.3.2: The use of One way telemetry is allowed.
2.3.5.3.3: Any data acquired during an official session must be saved for the duration of the event and provided to the TECHNICAL MANAGER upon request. Software required to view logged data, along with any additional information regarding the data acquisition system, must be provided to the TECHNICAL MANAGER upon request.

2.3.6: DRIVETRAIN
2.3.6.1: Differentials may be replaced with open, locked, or limited slip units, provided the differential ratio is as specified on the VTS sheet.
2.3.6.2: Differentials with external or electric adjustability are prohibited unless an unmodified stock differential is used.
2.3.6.3: Transmission and differential oil and filters are unrestricted.
2.3.6.4: Transmission coolers are unrestricted.
2.3.6.5: Differential coolers are unrestricted.
2.3.6.6: Vent or breather lines may be added to transmission and differentials.
2.3.6.7: For all front engine rear wheel drive cars a minimum of two (2) steel “loops” of sufficient strength shall be installed to prevent the driveshaft(s) from contacting the ground in the event of shaft and/or U-joint failure. Said loops shall be located within twelve (12) inches of the front of the shaft, and as close as practical to the rear universal joint. If he frame encloses or would support the drive shaft this may be used instead of a hoop.

2.3.7: SUSPENSION AND STEERING

2.3.7.1: Shock absorbers or struts may be replaced with the following limitations. Shocks or Struts must be mounted in the stock location using the stock method of attachment. Shocks or struts may consist of one per wheel with only one remote reservoir per shock. A MAXIMUM of 4 way adjusters are allowed and is the only adjustment permitted. No driver adjustment permitted. FIA GT3 cars must follow 2.2.9.1

No electronic, hydraulic or pneumatic connection between any shock or strut is permitted. J style or inerter technology is prohibited.

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

2.3.7.3: Ferrous Suspension springs may be replaced. Ferrous Springs must be installed in the stock location using the stock system of attachment.

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

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

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

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

2.3.8: BRAKES

2.3.8.1: Brake pads and linings are unrestricted.

2.3.8.2: Brake fluid is unrestricted.

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

2.3.8.3: Brake rotor dust shields may be removed.

2.3.8.4: Brake proportioning valves are unrestricted.

2.3.8.5: Hand / Emergency brakes may be removed.
2.3.8.6: Antilock Braking System (ABS) components may be removed or deactivated.

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

2.3.9: ELECTRICAL

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

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

2.3.9.3: Fog/driving lights, parking lights and associated attaching hardware, with prior approval from PWC may be removed No modifications to the body without prior approval are allowed. The resulting openings may be used to duct air or be closed-off. Any openings closed-off shall have the closure placed behind the bodywork. Wire mesh may be used to cover any opening and help maintain the production appearance of the vehicle. If wire mesh is to be used, it must have PRIOR approval supported with drawings of digital images on file and attached to the VTS request form. These images, if approved will become part of the vehicles VTS.

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

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

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

2.3.9.7: Each car must have an effective defogging/demisting system that is capable of keeping the windshield clear during wet sessions. Anti-fog films meet this requirement.

2.3.10: WHEELS
2.3.10.1: Wheels are unrestricted, provided they meet the following requirements:
2.3.10.1.1: Wheels must be aluminum or steel. Carbon wheels are not allowed.
2.3.10.1.2: Wheel diameter must be as specified in Appendix A.
2.3.10.1.3: Wheel width cannot be greater than specified in Appendix A.
2.3.10.1.4: No modifications can be made to vendor supplied wheels.
2.3.10.1.5: Wheels must meet or exceed the following minimum weights:

<table>
<thead>
<tr>
<th>Size (in x in)</th>
<th>Minimum Weight (lbs)</th>
</tr>
</thead>
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<td>15.0</td>
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<tr>
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<tr>
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<td>25</td>
</tr>
<tr>
<td>19x11.5</td>
<td>25.5</td>
</tr>
</tbody>
</table>

2.3.10.1.6: Brake cooling wheel fans are not permitted.
2.3.10.1.7: Any wheel used must be the specified diameter and when mounted on the car shall be no wider than the maximum width of the body listed on the VTS.

Note: the wheel widths specified on Appendix A are the maximum wheel widths. Teams may choose to use any width wheels that are less than, or equal to, the maximum width listed, but shall use the tire size(s) specified in Appendix A regardless of wheel sizes used.

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

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

2.3.12: RULES CHANGE REQUESTS
2.3.12.1: Requests for changes to the PWCRR must be made in writing using the PWCRR Change Request form available on the Series Website.
2.3.12.2: Requests for changes to a VTS sheet or Appendix A must be made in writing using the VTS Change Request form available on the Series Website.

2.3.13: VEHICLE DECLARATION SHEET
A Vehicle Declaration Sheet must be turned in prior to qualification for all cars. Failure to do so could result in disqualification, fine or both.

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

ARTICLE 2.4: GT SPECIFIC TECHNICAL REGULATIONS

2.4.1: CHASSIS
2.4.1.1: Fasteners are unrestricted. Fasteners may be replaced with adhesives.
2.4.1.2: Inner fender panels may be modified or replaced for tire clearance and/or permitted suspension modifications. OE production-type appearance shall be maintained.
2.4.1.3: An underbody close-out panel(s) may be used in the area behind the rear axle. These panels shall not alter the external appearance of the car when looking from the rear and sides of the car (i.e. we want to have to lay on the ground to see them). If the production car uses underbody trim pieces, the OE trim pieces may be removed or replaced, but any close-out panel(s) used may not visually hide any more of the mechanical components, when looking from the rear and sides of the car, than the OE trim pieces do. The close-out panels shall not completely bridge the gap between the rear floor pan area and the rear axle centerline. On rear engine cars, any close-out panels shall not extend any further forward than the rear axle centerline. Cars with a fuel cell, engine, etc. that extend
down into external visual range shall fit the close-out panel(s) around the component in such a way that it does not alter the external appearance of the car.

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

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

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

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

2.4.1.8: Non-essential body items and trim may be removed including attaching brackets and supporting structure. Any holes in bodywork exposed by the removal of these items shall be covered up, or filled in.

2.4.1.9: Latches and hinges for the doors may be modified, but must remain in working order. Aftermarket latches and hinges may be used but shall not protrude beyond the outer surface of bodywork. Latches and hinges for the hood and trunk/deck lid are not required to be used. If latches and hinges are not used on the hood, or trunk/deck lid, a minimum of four (4) pins shall be used to secure the body panel(s).

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

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

2.4.1.12: Unused mounting tabs and brackets that are non-structural, excluding the rear seat back support and package tray,
may be removed. All cars shall have the OE rear package shelf and/or rear seat back support structure installed if applicable. As an alternative, a steel close out panel may be installed that would simulate the rear package shelf and/or the rear seat back support structure if applicable. If a close out panel is used to clean up the appearance of the rear package shelf and/or rear seat bulkhead in conjunction with the OE structure, the close out panel material is unrestricted.

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

2.4.2: COCKPIT

2.4.2.1: There must be a center console present. The center console is considered to be the piece that surrounds the shifter lever.

The center console may be stock; or of alternate origin, but shall cover the same approximate floor area as the OE piece that surrounds the shifter lever, as a minimum

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

2.4.2.3: Bulkheads

2.4.2.3.1: 2-Seat Vehicles

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

2.4.2.3.2: 2-Door, 4-Seat Vehicles

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

2.4.3: BODY

2.4.3.1: Standard body appearance must be strictly maintained. Standard body appearance is considered to include the OE grille and badge. A photographic replica is not sufficient. In addition to the main grille, if the car has a distinct grille below the bumper it shall also be used. Teams choosing not to utilize the OE grille opening for airflow may mount a closeout panel behind the grille. Stock OE spoilers and wings are not permitted. OE side skirts may be used if they were available on the car from the dealer provided they meet the minimum ride height rule. Aftermarket side skirts may be used provided that they meet the min. ride height, have no openings/ducts in them other than
for jacking insert(s), are no wider than the approved fasciae, do not extend any higher than the bottom of the door and do not reinforce the chassis, and do not extend beyond the plan view profile of the car as viewed from above.

2.4.3.2: OE non-metallic composite body panels (e.g. plastic fascia’s, fiberglass hoods) may be replaced with panels of any type composite, provided that the panel maintains the OE profiles. All GT cars may replace the hood, trunk/deck lid and doors with non-metallic composite parts. When requesting a hood design for a GT car the following limits must be taken into account. The vents shall not expose the mechanical components of the car when looking down from above. The limit of vent/louver opening area is 193,548 sq.mm (300 sq.in) after adding the areas of all the individual openings together. The leading edge of the first louver may not protrude above the surrounding hood surface more than 25mm. The permitted transmission and differential coolers may vent through rear license plate frame. There shall be a screen, painted the same color as the surrounding bodywork, covering the vent opening. Any OE non-functional, decorative vents/ducts may be made to be functional provided the exterior body appearance is not modified.

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

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

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

2.4.3.6: Rounded coverings may be used at the rear of the front window openings to bridge gap between the leading edge of b-pillar and inner edge of main roll hoop. The material and design of these coverings is unrestricted, but shall be neat in appearance and securely fastened.
2.4.3.7: If used in conjunction with rain tires, the front window openings may be partially, or wholly, closed off with clear Lexan, or equivalent, to minimize the amount of water entering the car. If during the course of an on-track session, the track begins to dry and a team installs dry tires, the window need not be removed.

2.4.4: AERODYNAMICS

2.4.4.1: GT front splitter may be added with an exposed top surface of not more than 4.0”, that does not extend more than 2.0” past the approved body work as viewed from above for the entire profile of the front fascia. The approved body work or front fascia does not include any bolt on extensions. The splitter shall be mounted flat, +/- 3 degrees, in relationship to the official scales. The 4.0” exposed top surface of splitter will be measured from the point on the approved bodywork that sticks out the furthest in the area 1” above the splitter. Splitters in GT shall not extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead, and the “dry” set-up on the car. Additionally, the splitters may not extend more than 50.8mm (2.0”) beyond the bodywork, regardless of where the outside edges of the front tires are. The splitter shall consist of a single flat plane unless specified differently on the VTS sheet. The splitter shall have no vertical deviations, fences, etc., unless they are part of the production bodywork for street use. Splitter designs may incorporate openings for brake ducts provided it does not affect the standard body appearance. The allowed splitter may close out the underbody from the leading edge of the approved bodywork, back to the centerline of the front axle. The splitter may be mounted to the front fascia via a vertical intermediate mounting surface. Additionally, a maximum of four (4) rods, or cables, may be used to support the front, and/or sides, of the splitter. No other material(s) may be used external to the body to support the splitter. Vertical pieces running from the back corners of the splitter up into the wheel well are permitted to support the corners of the splitter, but these vertical pieces shall not protrude laterally outside of the wheel wells.

2.4.4.2: GT Rear Wing

2.4.4.2.1: Each car model will have a wing specified on its VTS sheet. If a wing is approved, but the supplier becomes unable to meet the delivery requirement, the wing may be removed from the VTS sheet. Each wing shall be mounted to trunk/deck lid with two (2) mounting brackets. The wing, and the portion of the mounting brackets located externally to the trunk/deck lid, may only be reinforced by a diagonal strut having no aerodynamic effect,
and/or by affixing the external parts of the brackets to internal parts of the brackets within the trunk/cargo area. The internal parts of the brackets may protrude through the trunk/deck lid to allow for the two parts of each bracket to be fastened together. The rear wing, including the mounting brackets and any wicker bill, shall be mounted level with, or below, the peak of the roof. The trailing edge of the rear wing may be mounted no further rearward than the rear, center-point of the approved bodywork.

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

2.4.4.2.2: One end plate may be mounted to each end side of the wing. End plates must be constructed from a flat sheet, material is unrestricted. End plates must fit inside a rectangle 13.5 inches by 12.0 inches unless they are used for mounting the wing in which case the wing mount can be no more than 200 Sq. Inches per side.

2.4.4.2.3: Wickers for GT Rear Wings. The wicker style and dimensions are unrestricted provided they do not violate the location limits listed in Article 2.4.4.2.1

2.4.4.2.4: Cars that have more than one approved rear wing approved on their VTS, must declare at the first race they attend the wing they intend to use for the entire season. Wings will not be permitted to be changed once declared.

2.4.4.2.5: All rear wings and splitters will be fitted with an official serial number from the Series Technical manager. This official decal must NOT be removed for any reason. These decals are for tracking purposes. Removal of these decals will result in penalties up to and including exclusion from the event. If the Decal becomes damaged for any reason, it must be brought to the Technical manager’s attention immediately.

2.4.5: ENGINE

2.4.5.1: Reciprocating Assembly

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

2.4.5.2: Cylinder Head

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

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

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

2.4.5.2.4: Variable cam timing (VTEC, VANOS, etc.) and variable length intake manifolds may be partially, or wholly, disabled. Variable cam timing systems that use multiple cam lobes for each valve(s) may remove lobes from the camshaft(s) that are not being used.

2.4.5.3: Induction System

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

2.4.5.3.2: Cars produced with an electronic throttle body may be converted to manual actuation and the actuation cam on a manual throttle body may be changed to alter the opening/closing rate of the butterfly.

2.4.5.4: Exhaust System

2.4.5.4.1: The exhaust system may be modified, or replaced. Outlets must be located rearward of the midpoint of the wheelbase. The exhaust pipe may not protrude more than 76.2mm (3”) at the point where it exits the bodywork. If the exhaust pipe(s) exit the bodywork at the widest part of the body such that any extension of the exhaust pipe(s) beyond the body would make pipe(s) the
widest point, the exhaust pipe(s) must be trimmed flush (+/- 0.5”) with the bodywork at the point that they exit the body. Any body modification to accommodate exhaust system routing must be approved by the TECHNICAL MANAGER. The rocker panels may be modified for the installation of the exhaust system, but these modifications may only serve to provide clearance for the exhaust system. The exhaust system must be adequately isolated from the driver’s compartment. If the exhaust system is routed in such a way that damage to it could cause hot exhaust to contact any part of the fuel system, there shall be a metallic heat shield protecting the fuel system components. This heat shield shall be located at least 76.2mm (3”) away from the exhaust system, and there shall be at least 76.2mm (3”) between the heat shield and the fuel system components.

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

2.4.5.5: Oiling System

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

2.4.5.5.2: Dry sump systems are permitted. Any oil tank(s) used by such a system shall be located within the bodywork, and any oil lines utilized within the system shall be metal or metal braided or equivalent, equipped with AN-Series threaded couplers. The scavenge pump system may have a maximum of one scavenge stage for every two pistons. V-block engines may not scavenge oil from the head or valley.

2.4.5.6: Cooling System

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

2.4.5.7: Other

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

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

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

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

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

2.4.6: ENGINE MANAGEMENT, DRIVER AIDS, DATA ACQUISITION

2.4.6.1: Driver Aids.

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

Teams wanting to use such technologies must submit a VTS change request along with documentation of how each system works. If approved, each team will be required to declare the use of any of these types of technologies.

Engine management systems may be programmed to limit vehicle speed in pit lane to the 45 MPH maximum. The pit lane speed limiter shall be activated through a switch (e.g. toggle, push button), and the switch shall be labeled to indicate its purpose.

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

2.4.7: DRIVETRAIN

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

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

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

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

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

2.4.8: SUSPENSION AND STEERING

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

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

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

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

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

2.4.8.6: All steering components, with the exception of the steering wheel, column and tie-rods/toe-links, must be original equipment supplied by the manufacturer. These parts may be strengthened provided the original part can still be identified.

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

2.4.9.1: Rotors

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

2.4.9.2: Permitted GT Calipers

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

2.4.9.3: Approved 6-piston Calipers

Alcon (T/A-6) #CAR-8947, Alcon #CAR-8957, Alcon #CAR9549, AP #CP5260, AP #CP61660, AP #CP5095, AP #CP6269, Brembo #X99-E8, Brembo #X99-F7, Brembo #XA3.02.21/22 (this supersedes #X99-F7), Brembo #XA8.31.11/12, Brembo #XA5.C2, StopTech ST-60, Wilwood #120-9398 (this supersedes #120-3030 & 120-3031).

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

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

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

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

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

2.4.10: ELECTRICAL

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

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

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

2.4.11: WHEELS
2.4.11.1: Magnesium alloy wheels maybe used.

ARTICLE 2.5: GTS SPECIFIC TECHNICAL REGULATIONS

2.5.1: ENGINE
2.5.1.1: Exhaust System
2.5.1.1.1: Exhaust system is unrestricted, with the following exceptions:
2.5.1.1.1.1: Stock exhaust manifold must be used.
2.5.1.1.1.2: System must exit either behind the driver and extend to the perimeter of the bodywork, or at the stock location. Exhaust can only extend a maximum of 1/2 inch beyond the widest point of the body work at its exit.
2.5.1.1.1.3: Vehicles must produce of a reading of 120 dBA or less on a Sound Test. See Article 2.10.1 for Sound Test procedures.
2.5.1.2: Flywheel ring gear diameter must remain stock. Flywheels shall be ferrous metal, or aluminum, but are otherwise unrestricted. Titanium flywheels are not permitted. Stock diameter Dual disc clutch and pressure plate run no additional base weight. Friction material is unrestricted.
2.5.1.3: Launch Control: Front wheel drive GTS cars are allowed launch control for the standing start of the race only.
2.5.1.4: Any ECU/PCM may be used without penalty.
2.5.1.5: Dry sump systems are permitted. Any oil tank(s) used by such a system shall be located within the bodywork, and any oil lines utilized within the system shall be metal or metal braided or equivalent, equipped with AN-Series threaded couplers. The scavenge pump system may have a maximum of one scavenge stage for every two pistons. V-block engines may not scavenge oil from the head or valley.
2.5.1.6: Any cold air induction kit may be used without penalty. See Appendix Q.15 for the definition of “Cold air induction”.

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

2.5.3: BODY

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

2.5.3.2: Side and rear windows, may be replaced by Lexan-type plastic material having a minimum thickness of 3mm (1/8”), but must retain the same shape, size, and location as the original glass. One NACA-duct may be mounted in each side window for the purpose of getting more air into the cockpit in order to cool the driver, direct air through oil coolers, etc.

2.5.4: BRAKES

2.5.4.1: Any ABS will be allowed without penalty.

2.5.4.2: The maximum brake rotor diameter allowed is 355mm

2.5.4.3: Maximum allowable number of brake pistons per caliper is four (4). Calipers with more than four (4) pistons must be OEM for that car.

2.5.5: AERODYNAMICS

2.5.5.1: Front Splitter: A front splitter may be added with an exposed top surface of not more than 4.0”, that does not extend more than 2.0” past the approved bodywork as viewed from above for the entire profile of the front fascia. The approved body work or front fascia does not include any bolt on extensions. The splitter shall be mounted flat, +/- 3-degrees, in relationship to the official scales. The 4.0” exposed top surface of splitter will be measured from the point on the approved bodywork that sticks out the furthest in the area directly above any point on the splitter and defined by the top surface of the splitter and a point 1.0” vertically from the splitter top surface. Splitters in GTS shall not extend laterally any further than the widest point of the front fascia. Additionally, the splitters may not extend more than 50.8mm (2.0”) The splitter shall consist of a single flat plane unless specified differently on the VTS sheet. The splitter shall have no vertical deviations, fences, etc., unless they are part of the production bodywork for street use. Splitter designs may incorporate openings for brake ducts provided it does not affect the standard body appearance. The allowed splitter may close out the underbody from the leading edge of the approved bodywork, back to the centerline of the front axle. The splitter may be mounted to the front fascia via a vertical intermediate mounting surface. Additionally, a
maximum of four (4) rods, or cables, may be used to support the front, and/or sides, of the splitter. No other material(s) may be used external to the body to support the splitter. Vertical pieces running from the back corners of the splitter up into the wheel well are permitted to support the corners of the splitter, but these vertical pieces shall not protrude laterally outside of the wheel wells.

2.5.5.2: Rear Wing

Each car model will have a wing specified on its VTS sheet. Each wing shall be mounted to trunk/deck lid with two (2) mounting brackets. The wing, and the portion of the mounting brackets located externally to the trunk/deck lid, may only be reinforced by a diagonal strut having no aerodynamic effect, and/or by affixing the external parts of the brackets to internal parts of the brackets within the trunk/cargo area. The internal parts of the brackets may protrude through the trunk/deck lid to allow for the two parts of each bracket to be fastened together. The rear wing, including the mounting brackets and any wicker bill, shall be mounted level with, or below, the peak of the roof. The trailing edge of the rear wing may be mounted no further rearward than the rear, center-point of the approved bodywork.

When requesting a wing for a GTS car, the following guidelines are to be used. The wing and endplates shall not be any wider than (62in). The maximum chord length is (12in). One end plate may be mounted to each side of the wing. End plates must be constructed from a flat sheet, material is unrestricted. End plates must fit inside a rectangle 13.5 inches by 12 inches unless they are used for mounting the wing in which case the wing mount can be no more than 200 Sq. Inches per side.

2.5.6: ELECTRICAL

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

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

ARTICLE 2.6: TC SPECIFIC TECHNICAL REGULATIONS

2.6.1: ENGINE

2.6.1.1: Exhaust System

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

2.6.1.1.1.1: Stock exhaust manifold must be used.
2.6.1.1.2: System must exit at the stock location. NOTE; Vehicles that were built for endurance racing with a rear weld in structure containing a bladder style fuel cell, will be permitted on a case by case basis. When building new TC vehicles all attempts to exit the stock location must be tried.

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

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

2.6.1.3: OE ECUs/PCMs will be used; reflashing of mapping is allowed.

2.6.2: BRAKES

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

2.6.3: SUSPENSION

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

2.6.4: BODY

2.6.4.1: Carbon Fiber hoods will be allowed as long as they are the same shape as OEM hood and are painted to match the car. The removal of bracing from the underside of the stock steel hood will be allowed. The hinges must stay in place and work.

2.6.4.2: Front Splitter: A front splitter consisting of a single flat plane may be added with an exposed top surface of not more than 3.0”, that does not extend more than 1.5” past the approved bodywork as viewed from above for the entire profile of the front fascia. The approved body work or front fascia does not include any bolt on extensions. The splitter shall be mounted flat, +/− 3-degrees, in relationship to the official scales.

The 3.0” exposed top surface of splitter will be measured from the point on the approved bodywork that sticks out the furthest in the area directly above any point on the splitter and defined by the top surface of the splitter and a point 1.0” vertically from the splitter top
surface. Splitter designs may incorporate openings for brake ducts provided it does not affect the standard body appearance. The allowed splitter may close out the underbody from the leading edge of the approved bodywork, back to the centerline of the front axle. The splitter may be mounted to the front fascia via a vertical intermediate mounting surface. Additionally, a maximum of four (4) rods, or cables, may be used to support the front, and/or sides, of the splitter. No other material(s) may be used external to the body to support the splitter.

2.6.4.3: Rear Wing

Unless otherwise stated Each car model must run the PWC TC rear wing [part No. PWC TC2015.]. Each wing shall be mounted to trunk/deck lid with two (2) mounting brackets. The wing, and the portion of the mounting brackets located externally to the trunk/deck lid, may only be reinforced by a diagonal strut having no aerodynamic effect, and/or by affixing the external parts of the brackets to internal parts of the brackets within the trunk/cargo area. The internal parts of the brackets may protrude through the trunk/deck lid to allow for the two parts of each bracket to be fastened together. The trailing edge of the rear wing may be mounted no further rearward than the rear, center-point of the approved bodywork. Manufacturers who sell competition use only models that fall within the TC rules with a different rear wing may be approved. Prior to approval the manufacturer must present a vehicle for testing for PWC to evaluate to the reference PWC TC wing.

The wing shall be a single element with a maximum chord length including wicker of 8.7 inches. The wing and endplates shall have a minimum width of 40 inches and a maximum width of 50 inches. Wing end plates must not exceed an area of 64 sq. inches each.

The wing assembly shall be mounted a minimum of 4 inches below the peak of the roof, measured at the highest point. Cars with a hatchback configuration may have the rear wing assembly mounted a maximum of 2 inches above the highest point of the roof.

The Spec PWC TC wing available from “Crawford Composites, 3501 Denver Drive, Denver, NC28037. Ph 704 483 4175
ARTICLE 2.7: TCA SPECIFIC TECHNICAL REGULATIONS

2.7.1: CHASSIS
Inner fender panels may be modified for tire clearance and/or permitted suspension modifications. OE production-type appearance shall be maintained.

2.7.2: ENGINE
2.7.2.1: Cylinder Head
The cylinder head must remain within the stock parameters as specified by the OE manufacturer.

2.7.3: DRIVETRAIN
Differentials may be replaced with helical gear units, provided the differential ratio is as specified on the VTS sheet.

2.7.4: SUSPENSION AND STEERING
2.7.4.1: Shock absorbers and struts are restricted to double adjustable, non-external reservoir units. Shocks/struts must be installed in the stock locations.
2.7.4.2: TCA cars with separate rear springs can use a spring height adjuster in conjunction with the spring mounting system.
2.7.4.3: Front and rear stabilizer bars must remain stock unless otherwise specified on the VTS sheet.

2.7.5.1: Exhaust
Exhaust system is unrestricted, with the following exceptions:
- Stock exhaust manifold must be used.
- System must exit at the stock location.
- Vehicles must produce a reading of 110 dBA or less on a Sound Test. See Article 2.10.1 for Sound Test procedures.

2.7.5.2: BRAKES
2.7.5.2.1: All TCA cars must run unmodified, stock brake calipers and rotors.
2.7.5.2.2: Brake disk backing plates maybe modified or removed.

ARTICLE 2.8: TOURING CAR B-SPEC SPECIFIC TECHNICAL REGULATIONS
SCCA Club B-Spec rules (see Article 2.7.3) will be used to compete in the Pirelli World Challenge Touring Car B-Spec (TCB) series. There are additional items that are required to compete in TCB; these items are listed in Article 2.7.1 and Article 2.7.2. A monthly updated electronic version of the SCCA Club Racing B-Spec rules can be found at http://www.scca.com/clubracing/content.cfm?cid=44472.
2.8.1: SAFETY REQUIREMENTS FOR TCB

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

2.8.1.1: All cars shall have a full roll cage meeting the requirements set forth in Appendix J.12

2.8.1.2: Fire Extinguishing Systems. TCB may use a fire extinguisher bottle as listed in sec. 9.3.23 of the SCCA GCR but it is strongly recommended that competitors use an on-board fire extinguishing system listed in Appendix C.

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

2.8.1.4: Driver Safety Equipment is required per Appendix L.

2.8.1.5: A window net must be installed per Appendix H.1. It is highly recommended that a Right Side net be used in accordance with Appendix H.2.

2.8.1.6: A driver’s seat must be installed per Appendix K.

2.8.1.7: All cars must be equipped with Front and Rear towing eyes as specified in Article 2.8.12:

2.8.1.8: Master Switches are not mandatory but highly recommended see Appendix D.

2.8.2: COMPETITION CONFIGURATION FOR TCB

2.8.2.1: Vehicle Specifications are listed in Appendix A on the PWC website.

2.8.2.2: Transponders shall be mounted a maximum of 61cm (2ft) above the track surface and a maximum of 61cm (2ft) behind the forward edge of the front bumper.

2.8.2.3: Tires: Pirelli is the official tire supplier for PWC. All TCB cars are required to run 195/580-15 DH tires. See Article 2.9.2 for details.

2.8.2.4: Fuel: All cars will use the mandated series fuel. See Article 2.9.3 for details

2.8.2.5: Data Acquisition: Race-Keeper data/video system is required on all cars. See Article 2.10.4 for details. These systems are available for purchase or weekend rental at the track. For more info, go to http://www. race-keeper.com/.

2.8.2.6: Series identification and presentation of Decals Patches and Flags must be presented according to Article 2.12.

2.8.2.6.A: REWARDS weight will be used in TCB. Please see table listed below (2.7.2.6E).

2.8.2.6.B: Rewarding of Equalizing Weight Assigned to Reduce Driver Sensitivity (hereafter referred to as REWARDS) is a system which is intended to provide closer on-track racing competition within the individual class of Pirelli World Challenge Series. It is based on
adding / removing from the individual car and driver combination according to actual finishing position in each PWC Series race.

2.8.2.6.C: The total REWARDS weight assigned to any driver based on previous race finishes may not exceed 5%. REWARDS weight will be subtracted per the schedule until the REWARDS weight equals ZERO.

2.8.2.6.D: A weight change will be effective for the next PWC Series race in which the driver competes within the same class. Driver weight assignments per the REWARDS system will be recalculated and published after each PWC Series race. Required REWARDS weight must be placed below the drivers name on the windshield in the same size lettering. (Example: +62 # or +62 lbs).

2.8.2.6.E: Drivers REWARDS weight (in lbs) will be added or removed based on a percentage of base weight.

1st =1.5%, 2nd =1.0%, 3rd = .5%, 4th = 0%, 5th = -.5%, 6th = 1.0%, 7th = -1.5%

2.8.2.6.G: Following the third round, any driver entering their first race of the season shall carry REWARDS weight equal to the highest percentage carried in that car model at that race. At subsequent races, the driver will add to or subtract from the weight he is required to carry under the normal rules governing REWARDS weight.

2.8.2.6.H: All rewards weight must be located in the passenger floor board. Passenger floor board is defined as the area the passenger seat was attached to the floor board.

2.8.2.7: Points and Awards will be awarded per Article 2.13.

2.8.2.8: General Procedures regarding car numbers, parking and paddock, and pit assignments refer to Article 2.14.

2.8.2.9: All entries must have one two-way voice radio with car to pit communication capabilities at all times as outlined in Article 2.15.9.

2.8.2.10: Steering locks must be removed.

2.8.2.11: All of the vehicles doors must be operable from inside and outside as delivered from the factory. (OEM)

2.8.3: B-SPEC RULES AS PRINTED IN THE SCCA CLUB RACING GCR

These specifications are presented as an adjunct to the Manufacturer’s Service Manual. They are not meant to supersede the information that is in the manual that legitimately applies to the make, model, and year of car with the exception of the following items: TIRE SIZES, RIM WIDTHS, SPRINGS, ANTI-ROLL BAR(S), and PERFORMANCE EQUIPMENT. In the case of the foregoing exceptions, the B-Spec Competition Rules will have priority. These specifications reflect the best information available at the time of publication. Any
error found in this edition will be updated when reliable specifications are available from the manufacturer/manufacturer distributor or other sources recognized by SCCA®, Inc.

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

A. DEFINITION

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

Note: B-Spec category cars shall be in compliance with Federal Standards, specifically EPA certifications, and as specified for each automobile listed on its B-Spec Specification (SSCS) line and as permitted by these rules. A Shop/Service Manual or its equivalent for the specific-make, model, and year of automobile is required to be in the possession of each entrant. Manufacturer Shop/Service Manuals may come in the form of printed material, microfiche, CD, DVD, and/or Internet access to manufacturer website databases. It is the responsibility of the competitor to provide the electronic device capable of accessing the data for compliance verification. If Manufacturer Shop/Service Manuals are not available, then the competitor shall have a copy of the official SCCA® Vehicle Technical Sheet (VTS) with them at every event and shall present it for reference when officially requested. The manual is intended to aid SCCA® Technical Scrutineers in identifying parts and the configuration of the automobile. Overhaul procedures that in the slightest way would increase performance are not to be utilized (e.g., milled heads/blocks, porting, etc.). Blueprinting and balancing are inconsistent with the philosophy of this class and are not permitted.

B. AUTOMOBILE ELIGIBILITY

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

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

D. TECHNICAL AND SAFETY ITEMS

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

1. Roll cages shall be contained entirely within the driver/passenger compartment and must comply with GCR Section 9.4, Roll Cages for GT and Production Based Cars.
2. Installation of a fire extinguisher or fire system as specified in GCR Section 9.3, Fire System.
3. Installation of a safety harness system as specified in GCR Section 9.3, Driver’s Restraint System.
4. Cars with sunroofs must be retained on the vehicle and securely bolted in place unless operating rails adequately secure the panel.
5. All cars shall run with both front door windows fully open (down) and shall have a driver’s side window safety net per GCR Section 9.3, Window Safety Nets. Any cars where a window safety net cannot be installed, arm restraints shall be used. Arm restraints are not an acceptable substitute for window nets in other cars. Window safety nets shall be mounted in such a manner to provide protection in the event the driver’s door opens. Rear windows shall be run in the closed (up) position.
6. Passive restraint systems shall be deactivated.*
7. Air bag systems shall be disarmed and may be removed.* If so equipped, the rolling door lock mechanism may be deactivated by unplugging the components.
8. The driver’s seat (only) shall be replaced with a one-piece, bucket type race seat. Standard seat tracks/brackets may be modified, reinforced, and/or removed to facilitate replacement mountings provided they perform no other function.
9. Steering lock mechanisms may be removed or disabled.
10. An electrical master switch may be installed.
*If car is used on public roads, these items should be replaced, reactivated, rearmed, etc. when not in competition.

E. VEHICLE PREPARATION

The following represents the only items authorized in the preparation of a vehicle for B-Spec competition other than safety items as
required in Section 9.1.7.D, Technical and Safety Items. Modifications shall not be made unless specifically authorized herein.

No permitted component/ modification shall additionally perform a prohibited function.

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

2. Towing eyes per GCR Section 9.3, Towing Eyes, shall be fitted.
3. Hubcaps, wheel trim rings, jack, and tools shall be removed.
4. All mud flaps shall be removed.
5. Spare wheels and tires may be removed. Spare tire covers and trunk mats and/or trunk carpeting shall be removed if they present a hazard as a loose flying or flapping object.
6. All adjustments shall be at the manufacturer’s specification and/or within the manufacturer’s specified tolerances.

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

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

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

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

11. Brake fluid: May be substituted with other equivalent manufacturer’s specification.
12. Lubricants: Lubricants may be substituted with any lubricant. Additives are unrestricted.

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

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

15. Ride height: Minimum ride height is 4 inches, to be measured without driver. No part of the car, from the back of the front wheel to the front of the rear wheel can be less than 4 inches to the ground. The ride height will be measured with a bar 4 inches tall that must be able to slide under the car without touching any part of the car. A vehicle may have a ride height listed on the spec line. The competitor must conform to the spec line.

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

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

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

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

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

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

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

23. Any brake pad or lining may be used.

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

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

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

27. Any part of the exhaust system beyond the catalytic converter(s) may be replaced provided:
   - Said replacement system retains the same original configuration, e.g., routing, single, dual, etc.
   - The system exits from the body in the same approximate location(s) as the original. When an original equipment single exhaust system is cosmetically split into dual outlets, it is permitted to continue as a single system provided it exits in approximately the same location as one of the originals.
   - The system meets all appropriate event-specific sound level requirements.

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

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

30. Sunroofs, Targa tops, and T-tops are only permitted if installed by the manufacturer of the vehicle. If installed they must be retained in the closed position and securely bolted in place unless the operating rails adequately secure the panel. Glass panels are permitted. Glass panels may be replaced with a ferrous metal panel. Components (motors, cables, rails) may be removed provided the panel is securely retained.
31. Hatchback “privacy covers” must be completely removed.
32. Cosmetic plastic engine covers may be removed.
33. Original brake hoses may be replaced by braided stainless steel brake lines.
34. Interiors may be removed including seats, seat brackets, carpet, carpet padding, rear door panels, OEM seat belts, interior trim, and headliners. Front door window glass, front window operating mechanism, inner door trim panel, armrest, map pockets, wiring harnesses for front door locks, power mirrors, seat wiring, etc., and inside front door latch/lock operating mechanism may be removed. Original radio/stereo audio equipment and air conditioner refrigerant systems may be removed. Heater cores, hoses, and all duct work must remain except duct work under seats.
35. Maximum 2.5 degrees negative chamber on front and rear; MacPherson strut suspension may decamber wheels by the use of eccentric bushings bolts (crash bolts) at control arm pivot points, by the use of eccentric bushings bolts (crash bolts) at the strut-to- spindle, and/or by use of slotted adjusters at the top of the strut mounting plate. If upper strut slotted plates are used, they shall be located on existing chassis structure, utilizing the manufacturer’s original bolt holes and may not serve as reinforcement for that structure. On other forms of suspension, camber adjustment may be achieved by the use of shims and/or eccentric bushings.
36. Suspension: Competitors must use the OEM suspension or the upgraded manufactures suspension kit in its entirety. Competitors must use the OEM bump stops or the bump stops provided in the manufacturers kit. If a manufacturer does not have a kit, then an individual competitor can request a kit. The requested kit must meet the following criteria: Any non-adjustable shock absorber intended for the specific make, model, and year car is allowed. The shock absorber must be installed in the original mounting location. Remote reservoir shocks are not permitted. Any springs up to a maximum spring rate of 500 pounds may be used. The spring must be installed in the original location. Threaded shock bodies or adjusters may be used.
37. ECU/PCM: OEM ECU/PCMs is required. Manufacturers may provide an approved ECU/PCM re-flash for off non road use. Manufacturers may provide a stability control override procedure or module.
38. B Spec front and rear toe settings are free. Rear toe adjustments may be achieved by the use of shims.
39. Fenders and wheel openings shall remain unmodified. It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance. Cars with plastic/composite fenders may
remove any interior wheel opening lip, but the resulting material edge shall be no thinner than the basic fender material thickness. Non-metallic inner fender liners may be removed.

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

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

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

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

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

ARTICLE 2.9: SAFETY
Vehicles must pass a technical inspection as specified in Appendix B.

2.9.1: CHASSIS

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

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

2.9.1.2: TCB roll cage rules fall under SCCA club racing GCR Section 9.4

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

2.9.1.2.1: The towing apparatus must be positioned in such a way that:
- They are easily accessible should the car be stopped in a gravel bed.
- They do not protrude beyond the perimeter of the bodywork greater than 1” as viewed from above.
- They are easily accessible without removal, or manipulation, of bodywork.

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

2.9.1.3: The OE fire wall between the cockpit and engine compartment shall be intact to prevent the passage of flames from the engine compartment to the cockpit. Any holes in the fire wall must be of the minimum size for the passage of controls and wires, and must be completely sealed.

2.9.2: COCKPIT

2.9.2.1: An on-board fire extinguishing system must be installed per Appendix C. Except TCB cars which may use an approved Fire Extinguisher.

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

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

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

2.9.2.5: The following items must be removed:
- Carpet and padding, insulation or sound proofing materials.
- Spare tire, tool kits, and any removable covers or attaching hardware associated with these items.
– Supplemental Restraint System (SRS).

2.9.2.6: A driver’s seat must be installed per Appendix K.

2.9.2.7: The chassis shall not be modified to make additional clearance for the driver’s seat. The driver’s seat shall be located in the same lateral location as the OE seat. The driver’s seat shall be located longitudinally so that the center line of the back of the seat, at the height of the driver’s shoulders, does not break an imaginary vertical plane located at the front of the rear seat platform. On two seat vehicles the seat back may go back to the OE rear bulkhead, package tray, etc. It is recommended that the floor be reinforced in the areas where the seat is mounted to the chassis. Vehicles with a non-metallic floor shall add tubing elements, with a minimum wall thickness of .090”, connecting metallic parts of the chassis, or within the cage structure, to mount the seat to.

2.9.2.8: All fluid hoses, lines, reservoirs, and tanks that are in the cockpit, or cargo area that is open to the driver, shall be separated from the driver by rigid metallic and/or non-metallic enclosures and/or deflection shields to prevent fluid from spraying on the driver in case of a leak. Magnesium is prohibited. Waterproof flexible wraps may also be used to prevent fluid from spraying on the driver. The floor of these enclosures, or the area under the deflection shields, shall be designed to prevent the accumulation of fluids.

2.9.2.9: There must be a metal bulkhead completely separating the cockpit from the compartment containing the fuel cell. This does not negate the requirement that the fuel cell bladder be contained in a metal container.

2.9.2.10: Vertical bulkheads and enclosures, within the cockpit shall not be any higher than the bottom of the side windows, and shall not extend more than 457mm (18”) above the floor pan. No bulkhead(s) shall cover the rear foot wells. Any bulkhead used to cover fuel lines must be constructed out of a fuel and fire resistant material, such as metal.

2.9.2.10.1: Sedan Body (four door) & Hatchback Body (three door) - Any bulkheads positioned in front of the plane determined by the OE rear seat back shall not extend laterally from one side of the chassis to the other, but rather shall only be large enough to cover the individual components necessary.

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

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

2.9.3.2: All windows shall be clear and untinted. The rear window must be secured by two (2) additional straps (25mm wide x 3mm thick), bolted or riveted to the body at both the top and bottom of the rear window. If a Lexan rear window is mounted with multiple, evenly spaced, screws around each side of its perimeter, safety straps are not required. If a DOT spec glass rear window is used in conjunction with the OE method of mounting, safety straps are recommended, but not required.

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

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

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

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

2.9.4: ENGINE

2.9.4.1: If oil storage tanks are not located in the original position they must be surrounded by a 10 mm thick crushable structure. Provided that the oil tank is not located in close proximity to the outer surface of the bodywork, and there is some of the structure of the vehicle between the oil tank and the bodywork, the car’s structure will meet the 10mm crushable structure rule.

2.9.4.2: If the oil tank is located in the cockpit area, or a trunk area that is open to the driver, it must be separated from the driver by a metal enclosure made up of .036” steel, or .059” aluminum. This is in addition to the 10mm thick crushable structure that is required in Article 2.8.4.1. The floor of the enclosure must be designed to prevent accumulation of fluids.
2.9.4.3: Cars using a wet-sump oil system shall safety wire the oil drain plug, or in some other way secure the oil drain plug, to prevent the plug from accidentally coming out.

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

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

2.9.5: DRIVETRAIN

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

2.9.5.2: When applicable, two (2) steel, 360-degree loops of sufficient strength must be located as close as possible to the front and rear universal joints to prevent the driveshaft from dropping in case of failure of either universal joint. Floor materials and cross members may also be utilized to provide this protection.

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

2.9.6: SUSPENSION AND STEERING

2.9.6.1: Steering lock mechanisms must be removed.

2.9.6.2: A collapsible steering column shall be used. Most current OE steering columns have at least two (2) universal joints in them that would allow the steering column to fold on impact. This type of design (at least one (1) universal joint) must also be used in any steering column extension(s) that may be used to reach the driver’s competition seating position.

2.9.7: BRAKES

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

2.9.8: ELECTRICAL

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

2.9.8.2: The battery shall be mounted within a spill proof, non-conductive, battery box, or completely bulk headed from the cockpit. A battery box that is normally electrically conductive may be coated, or lined, with a non-conductive material to meet this rule.
2.9.9: WHEELS
   2.9.9.1: Wheel studs must have some threads extending beyond the lug nut. Wheel studs cannot extend beyond the inside edge of the wheel rim.
   2.9.9.2: If a single wheel nut is used, a safety spring must be in place on the nut whenever the car is running and must be replaced after each wheel change. These springs must be painted Day-Glo red or orange. Alternatively, another method of retaining the wheels may be used provided it has been approved by FIA.

2.9.10: FUEL TANK OR CELL
   2.9.10.1: If the stock fuel tank is not located between the axle center lines and within the main chassis structure (i.e. frame rails), then the stock fuel tank must be replaced with a Fuel Cell.
   2.9.10.2: If required, Fuel Cells must comply with Appendix I.
   2.9.10.3: Proper bracing to protect fuel cells in the event of a rear-end crash is required. If a fuel cell is installed in the rear hatch/rear trunk area, the OE floor pan in that area may be replaced with metal in order to make it easier to mount the fuel cell and close out the area around the fuel cell.

2.9.11: DRIVER SAFETY EQUIPMENT
   2.9.11.1: Driver Safety Equipment is required per Appendix L.

ARTICLE 2.10: COMPETITION CONFIGURATION

2.10.1: TRANSPONDERS
   2.10.1.1: Cars competing in the Pirelli World Challenge Series shall have their transponders mounted a maximum of 61cm (2ft) above the track surface and a maximum of 61cm (2ft) behind the forward edge of the front bumper. Note: the closer to the track surface a transponder is mounted the more consistent the signal will be.
   2.10.1.2: Once a transponder is installed in a vehicle chassis, it shall remain with that vehicle chassis for the remainder of the season. A label having the transponder number must be mounted on the roll cage.
   2.10.1.3: Any cars using a hard-wired transponder shall wire it into the master electrical switch, with no other switches inline.

2.10.2: TIRES
   2.10.2.1: All tires must be purchased from an Official Tire Supplier.

FRISBY PERFORMANCE TIRE
Vegas, Nevada 702-433-7390

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

2.10.3: FUEL

2.10.3.1: The official gasoline for the Pirelli World Challenge series is VP WC101 unleaded. This fuel has an octane rating of 101. Alternate fuel vehicles, those using fuels/power sources other than gasoline, will have their suppliers approved by PWC.

2.10.3.2: The use of any gasoline other than the specified Sunoco fuel is strictly forbidden. Additives are not allowed. Any violation of this section may result in disqualification, loss of all points and money earned at that event, and a fine of up to $10,000.00. All fuel must be purchased from the official Sunoco vender at the event and or designated pumps at the track. Fuel usage will be monitored; any team using non approved sourced fuel not purchased at the event may be fined or disqualified.

See Article 2.12.5: for Fuel Testing procedures The requirements in the following section are designed to help SCCA Pro Racing officials monitor the performance of each car to insure compliance and maintain parity. To assist the teams, PWC has agreements with the suppliers of these monitoring systems to insure fair pricing, and which also require them to be available at each venue to assist the teams be in compliance with these requirements.

2.10.4: GPS MONITORING

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

2.10.4.2: The Race Keeper system must be installed inside the cockpit, as close to the center of gravity of the vehicle as possible. The antenna for the Race keeper system must be mounted on the roof of the car. A flat horizontal surface is required. The preferred location is 6” behind the roof mounted camera. It is the team’s responsibility to ensure video and data is collected after each session on the track and that the system functions properly.

2.10.4.3: The system must be wired to the vehicle master electrical switch, such that the system is supplied with power whenever the master switch is turned on and to the vehicle’s CAN data bus or OBDII port so
that the Race-Keeper system logs the following data channels for every official session or as directed by the Technical Manager.

**OBDII:**
- Engine RPM
- Throttle position (not pedal position)
- Gear
- MAP (on force induction cars)

**CAN:**
- Speed ECU
- RPM
- Throttle plate position
- Gear
- MAP (on force induction cars)
- Ignition timing
- Cam timing

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

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

2.10.4.6: At the beginning of an event the series officials will provide teams with four memory cards for their cars. During any official session each car must have the correct memory card installed. The memory card must be deposited in the SD card box at the series transport (tech) within 30 minutes of the end of the session.

Teams may copy the contents of the memory card during this 30 minute period, but shall not alter the contents of the card in any way.

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

2.10.4.8: A second camera must be mounted in the center of the main hoop of the roll cage and must clearly show the steering wheel and dash.
2.10.4.9: Race Keeper will have a limited number of video systems available for rent. Contact Steve Hoelscher in advance to make a reservation.

2.10.5: RECORDING BOOSTED CARS

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

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

2.10.5.3: The AEM 3.5 Bar MAP sensor shall read within + or -.04 volts of the AEM sensor voltage output table published by AEM (Accuracy of new AEM 30-2130-50 sensors is + or – 1%) 

2.10.6: TECHNICAL INFORMATION

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

2.10.7: SAFETY LIGHT WARNING SYSTEM

2.10.7.1: The purpose of the system is to give drivers an in car warning light in the advent of a full-course yellow. Two yellow LED lights will illuminate in the vehicle when the system is activated by Race Control.

Each car must be equipped with a PWC specified wiring, light, antenna, and receiver without modifications. All antennas must be mounted on the roof. The warning lights must be prominently located on the cars dash in clear sight for the driver and in-car camera.

Cars will not be allowed on track during Official Sessions unless the system is installed and working.

All teams must order their Car Cable Kit (wiring loom, antenna, and lights) from Motorsports Safety Electronics; the cost is $365 per car. Contact Bruce Natvig at bruce.natvig@motorsportssafetyelectronics.com or at Ph. #: 765 319 3399. Note: IMSA installation kits are compatible with WC
receivers except for the antenna lead which will require an adaptor.

The receivers can be rented or purchased from WCV. Contact WCV Marketing and Series Administrator Susan Dunklau at sdunklau.wcvision@gmail.com or at Ph. #: 402 618 7545 for pricing details.

ARTICLE 2.11: WEIGHT

2.11.1: WEIGHT

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

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

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

- Minimum Race Weights for each Car/Driver Combination will be available at the PWC trailer at each event.

2.11.1.3: Cars shall meet the Minimum Race Weight with the driver.

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

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

ARTICLE 2.12: TECHNICAL PROCEDURES

In addition to the General Technical Procedures in Article 1.4.4, the following technical procedures apply to Pirelli World Challenge races.

2.12.1: SOUND TEST

2.12.1.1: Sound levels will be measured with the vehicle stationary. A microphone will be placed 533mm (21in) off the ground, seven feet from the exhaust outlet, at a 45 degree angle to the outlet in the horizontal plane.
2.12.1.2: The vehicle’s engine speed will be held constant at 65% of the maximum engine speed limit listed in Appendix A, rounded to the nearest 500 rpm, while a sound measurement is taken.

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

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

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

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

The splitter protrusion will generally be measured at five (5) key points. Those five (5) key points will consist of the centerline of the car, the approximate center of each front corner, and each end of the splitter in front of the front tire. This does not allow for the areas of the
splitter between the key points to stick-out more than specified in Article 2.4.4.1 or article 2.5.5.1

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

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

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

2.12.5: FUEL TESTING

Fuel will be tested as directed by the TECHNICAL MANAGER. When a fuel sample is drawn from a car, the sample must be the same color as the fuel supplied. Fuel will be tested utilizing Dielectric, Specific Gravity, Acid test, Gas Chromatic and any other method deemed appropriate by the TECHNICAL MANAGER. All fuel will be tested against a sample taken from the supplier at the individual tracks. Although the fuel is very similar from batch to batch, it can vary some. Therefore, teams should use the fuel from the supplier at the track. The point-of- purchase of the fuel will be irrelevant as to whether a fuel passes the official test, or not.
2.12.6: STALL TEST

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

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

1) All air pressure and metering sensors in the intake system shall be disconnected.
2) Each car shall demonstrate the ability to idle, unassisted, at less than 2200 rpm for at least ten (10) seconds. Once the team has started the car and it is idling, all team members shall step away from the car.
3) Once the car has demonstrated its ability to idle, a PWC official will rev up the engine and hold it between idle and 2500 rpm, and then signal for the stall test to begin.
4) Once the seal plate and pressure gauge are placed over the throttle body/intake opening the engine must rapidly stall. The pressure drop must be equal to ambient pressure, minus 150 mbar (-12.53lbs of Vacuum), as indicated on the pressure gauge. The pressure drop must be maintained for a minimum of 0.5-seconds.

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

2.12.7: MANIFOLD PRESSURE LIMIT ENFORCEMENT

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

2.12.7.1: The following constants will be defined for forced induction vehicles in Appendix A or the vehicle’s VTS sheet:
<table>
<thead>
<tr>
<th>Constant</th>
<th>Symbol</th>
<th>Limit/Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Base Manifold Pressure Limit</td>
<td>MPBASE</td>
<td>Appendix A/</td>
</tr>
<tr>
<td>Over Shoot Time Limit</td>
<td>TOS</td>
<td>Millibar/Volts</td>
</tr>
<tr>
<td>Tip In Time Limit</td>
<td>TTIP</td>
<td>600 millisecond</td>
</tr>
<tr>
<td>Tip In Throttle Rate</td>
<td>RATETROT-TLE</td>
<td>1 second</td>
</tr>
<tr>
<td>Lap Over Boost Time Limit</td>
<td>TLAP</td>
<td>150% / second</td>
</tr>
</tbody>
</table>

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

2.12.7.2: The Altitude Correction Factor (ALT) will be defined for each event as needed for boosted vehicles. The Barometric pressure, for each event, will be determined prior to the first official practice day. The actual barometric pressure in Millibar will be divided by 1010 millibar to determine the percent increase or decrease from the standard absolute pressure established on appendix A for each car listed. E.G. Barometric pressure in millibar/ 1010 millibar= % of standard pressure listed on appendix A.

2.12.7.3: The Manifold Pressure Limit will be defined by multiplying the Base Pressure measured in millibar absolute x (Barometric pressure in millibar / 1010millibar).

2.12.7.4: Manifold Pressure may exceed the Manifold Pressure Limit for a period of TOS, if this period begins within TTIP of Throttle Tip In.

2.12.7.4.1: Throttle Tip In is defined as any time when the rate of change in throttle position is equal to or greater than RATETHROTTLE.

2.12.7.5: In a single lap, Manifold Pressure may not exceed the Manifold Pressure Limit for longer than TLAP of the total lap time. This does not include the TOS permitted on throttle tip in.

2.12.8: ENGINE SPEED LIMIT ENFORCEMENT

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

2.12.8.1: For every lap, the vehicle must meet at least one of the following two conditions for a minimum of 99% of the duration of the lap:

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

2.12.8.1.2: Vehicle speed decreasing.

ARTICLE 2.13: SERIES IDENTIFICATION AND PRESENTATION

Pirelli World Challenge offers a diverse contingency program. For a complete listing of contingencies offered, go to [http://www.world-102](http://www.world-102).
challenge.com/sponsors.php and scroll down to Contingency Sponsors/Partners. The “Contingency Registration Form” can be found under Drive/Teams – Forms & Downloads – Registration Forms.

2.13.1: DECALS AND PATCHES

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

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

2.13.1.2.1 All team members in pit lane during an official session must wear a collared shirt with all required patches. Each team is required to submit a photo or drawing of their pit shirts and driver suit with patches affixed in the correct locations. Lack of proper shirts and driver suit patches may be penalized.

2.13.1.2.2 All teams are required to maintain a clean and neat appearing paddock space. Paddock spaces that are disorderly may be penalized.

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

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

2.13.1.5: Decals and patches must appear as provided. Sufficient contrast between the logo and the background must be maintained. The decals and patches shall not be modified, cut, or trimmed in any way.

Any teams that are unable to fit the required decals in the positions specified due to design of vehicle bodywork shall contact the TECHNICAL MANAGER to work out an approved alternative. Teams may be fined up to $750 and points for each decal that is missing from one of their cars, in each official session. Drivers recognized on the podium with a required patch missing, or a conflicting patch present, may be fined up to $1000 and points.

Reserved Area – The areas defined by the rear of the front wheel opening back to the center of the front doors, and from the bottom of the window opening down to the bottom of the door, are reserved for all required series decals. No other advertising, lettering, or artwork may appear in the reserved area (vehicle graphics are acceptable provided they are placed behind required series decals). The decals, other than
the number board, that are required to be placed in the reserved area shall be placed in a vertical line at the rear of each front fender. The decals shall be placed entirely on the front fender and shall not cross door/fender seam if physically possible.

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

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

**2.13.1.6:** Car numbers are required on all four sides of the car as specified by the TECHNICAL MANAGER. Pirelli World Challenge supplied number boards are required on both sides of the car. Pirelli World Challenge supplied car numbers will be black. Only numbers either supplied by the series or of the same font, dimension and color may be used on the number boards. Additionally, the car number is required on the right side of the windshield directly above the drivers name beginning at the first letter of the driver’s last name in white and rear bumper/fascia in a contrasting color. The number on the windshield must be within 3” of the A pillar, and shall be a minimum of 8 inches (8”) high with a one and half inch (1.5”) stroke. The number on the rear bumper/fascia shall be at least eight inches (8”) high with a one and half-inch (1.5”) stroke.

Drivers name must be in clear view not obstructed from windshield wiper or hood as seen from the front of the car. Driver’s last name shall appear in title case (upper case first letter, lower case others) on the lower right corner of windshield and on the rear side windows, using decals supplied by the competitor. Letter decals must be white, in Helvetica Bold (or like) font at least 3” high. Cars without rear windows shall have the driver’s name placed on the B-pillar, or other pre approved location by the series.

**2.13.1.7:** GT-A cars will have a Series designated decal affixed as specified on the decals location sheet, to differentiate this car from the GT class.

**2.13.2: FLAGS**

**2.13.2.1:** All transporters must display a Pirelli World Challenge Class Flag and their Manufacturer Flag. Teams will receive one Pirelli World Challenge Class Flag from PWC. Manufacturer Flags must be supplied by the team.

**2.13.2.2:** A Pirelli World Challenge (PWC) Manufacturer Banner flag
must be displayed for each entered vehicle in your paddock area. There is no change to the 2015 flags so if you participated previously with us and have a flag that is in good condition, you do not need to order a new one. If you purchased a sponsorship funding package and need a flag, you need to order it and let Mikey know that you purchased a package. PWC Manufacturer Banner Flags must be ordered from: Mikey Taylor, michael@mikeytracing.com phone 334-332-8075.

2.13.3: VEHICLE APPEARANCE
   2.13.3.1: All of a team’s vehicles and equipment shall be neat and clean in appearance. This includes cars, pit carts, scooters, and transporters. Any modifications to a car shall be done in a way that maintains this requirement.
   2.13.3.2: All bodywork and windows shall be sufficiently rigid, adequately supported, and properly secured such that it does not noticeably flutter, move, or deform while the vehicle is in motion.
   2.13.3.3: Cars may not continuously produce visible exhaust smoke.
   2.13.3.4: The series reserves the right to prohibit a car from racing due to its appearance, including damage sustained from an on track incident at the current event.

ARTICLE 2.14: POINTS AND AWARDS

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

<table>
<thead>
<tr>
<th>Points</th>
</tr>
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<tbody>
<tr>
<td>1 - 9 points</td>
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<tr>
<td>2 - 7 points</td>
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<tr>
<td>3 - 5 points</td>
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<tr>
<td>4 - 3 points</td>
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<tr>
<td>5 - 2 points</td>
</tr>
<tr>
<td>6 - 1 point</td>
</tr>
</tbody>
</table>

   2.14.1.2: The highest finishing car of each eligible make will earn Manufacturer points for its finishing position.
   2.14.1.3: One (1) manufacturer point will be awarded to the manufacturer of the car qualifying for pole position in each class.
   2.14.1.4: Ties in the final point standings in any of the Championships will be decided based upon the number of first place finishes in class; then, if necessary, the number of second place finishes, etc.

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

<table>
<thead>
<tr>
<th>Position</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>140</td>
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<tr>
<td>2nd</td>
<td>110</td>
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<tr>
<td>3rd</td>
<td>95</td>
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<td>38th</td>
<td>3</td>
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<td>39th</td>
<td>2</td>
</tr>
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<td>40th</td>
<td>1</td>
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</tbody>
</table>

2.14.2.2: The highest qualifier for each class will receive 7 points.
See 2.16.2.1 for alternate double race qualifying points.

2.14.2.3: The following points shall be awarded in each class:
Three (3) points to the driver who leads the most laps, one (1) point to
each driver who leads a lap, and one (1) point to the driver who sets
the fastest lap. In case of a tie, the driver with the highest
finishing position will be awarded the points. Additional bonus
championship point schedules may be added, or amended, during
the season.

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

2.14.2.5: A driver must be classified as a starter and complete
more than 50 % of the leaders laps in their class. to score Championship
points.

2.14.2.6: Qualifying points refer to 2.16.2.1

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

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

2.14.3.2: Drivers’ Champions
Annual awards honoring the driver(s) having the highest
championship point total in each class for the season.
2.14.3.3: Rookie of the Year
The Pirelli World Challenge Rookie of the Year honors the rookie(s) with the most Drivers’ Championship points in each class at the end of the season.
To be eligible for Rookie status, a driver may have competed in no more than Five (5) Pirelli World Challenge races (in any category) in a single previous season and no more than Seven (7) Pirelli World Challenge races in his career and not won a race in a previous season.
The purpose of the Rookie program is to recognize drivers that are early in their professional racing careers. Eligibility is subject to approval by PWC, which will take into account previous racing experience.

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

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

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

2.14.3.7: Sportsman Cup
An annual award which recognizes the highest year end points competitor in GTA. The GT-A driver that accumulates the most points at the end of the season will be awarded the GT-A Championship and the Sportsman Cup presented by B.R.M Chronographes. Along with the cup, a B.R.M championship chronograph will go to the champion.

2.14.3.8: Team Champions
Annual awards honoring the team(s) having the highest championship point total in each class for the season.

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

2.14.5: OTHER AWARDS
Pirelli World Challenge offers a diverse contingency program. For a complete listing of contingencies offered, go to http://www.world-challenge.com/sponsors.php and scroll down to Contingency Sponsors/Partners. The “Contingency Registration Form” can be found under Drive/Teams – Forms & Downloads – Registration Forms.

ARTICLE 2.15: GENERAL PROCEDURES

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

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

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

2.15.2: NUMBER REGISTRATION
2.15.2.1: Multiple vehicles will not be assigned the same number. This applies to vehicles registered in separate classes.
2.15.2.2: The number 1 will be assigned as follows:
2.15.2.2.1: If only one previous season Drivers’ Champion registers for the current season, he must carry the number 1.
2.15.2.2.2: If multiple previous season Drivers’ Champions register for the current season, the one with the highest Championship Point total in the previous season must carry number 1.
2.15.2.2.3: If no previous season Drivers’ Champions register for the current season, then number 1 will not be assigned.

2.15.2.3: The Deadline for number registration is midnight central time, January 2, 2015. If a number is registered for multiple vehicles before the Deadline, the number will be assigned as follows:
2.15.2.3.1: First priority will be given to previous season Drivers’ Champions not carrying number 1.

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2.15.2.3.2: Second priority will be given to teams that had registered the number in the previous season.
2.15.2.3.3: Third priority will be given to drivers with the highest Championship Point total at the end of the previous season.
2.15.2.3.4: Fourth priority will be given to the vehicle registration submitted first.
2.15.2.4: Following the Deadline, numbers will be assigned when registration is received.
2.15.2.5: A driver must use the number registered to him at all times. If a driver changes cars within the same team, he shall transfer his number to that car. Drivers changing teams may change numbers to a registered number of the new team.

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

2.15.4: PARKING AND PADDOCK
2.15.4.1: Parking Schedule
Official parking times will be posted on the PWC Official Schedule and in the PWC Event Supplementary Regulations. Transporter drivers and rigs must be at their rigs and ready for parking at the start of this process or they may lose their parking priority and parking location.
2.15.4.1.1: No cars or equipment may be parked in empty paddock spaces during the official paddock parking time or during the official weekend.
2.15.4.2: Parking Order
Pirelli World Challenge Series and Series Support transporters will normally be parked the day before official team transporter parking Team transporters will be parked in point order per Class, teams with multiple cars will be parked based on the highest position driver within the team Teams that wish to be parked with another team MUST let the paddock manager know 2 weeks prior to the event. Teams will not be allowed to unload until the last present transporter is parked.
2.15.4.2.1: Transporters/Transporter Drivers not present when it is their turn to park will forfeit their reserved spot if leaving the spot open would hinder the parking process.
2.15.4.2.2: Teams that are unable to make it for the official parking, for whatever reason, (including issues while in transit to the event), must make prior arrangements with PWC Officials in order to be parked. PWC cannot guarantee a paddock space after the end of the officially scheduled parking day/time. Official parking times will be
posted on the Pirelli World Challenge schedule and Event Supplementary Regulations.

2.15.4.2.3: Parking spaces may be assigned out of point order at PWC’s discretion, in order to enhance the PWC image or in order to fit the series into the assigned paddock location.

2.15.4.2.4: PWC can deem any paddock location as a prime location to be used at its discretion.

2.15.4.3 Transporters

Maximum truck and trailer length is 76’ not including tailgate. Teams Transporters new to PWC will have a maximum canopy width of 21’ for single (1 car) teams and 26’ maximum for two (2 car) teams. Teams are limited to 1 transporter for a single car team and a maximum of 2 transporters for a two car team, with the second transporter being parked outside the official PWC paddock if space allocation does not allow. Teams that have run a minimum of 50% of the PWC 2014 series will be allowed to use their current canopies and equipment. Teams of 3 cars or more MUST contact the paddock manager to approve their transporters and canopy requirements.

Transporters MUST display on the lower right side of the tailgate the following information: series (PIRELLI WORLD CHALLENGE), class (GT, GTS, TC, TCB, etc), car number/s and canopy width. All canopies are assumed to be curb side unless noted on sign the tailgate sign board, please refer to 2.13.1.3. Transporters not displaying this information will be delayed in parking.

2.15.4.3.1: Teams are required to submit a Paddock Information form, available on the Series Website and contact the paddock manager a minimum of 2 weeks prior to their first event to confirm transporter dimensions.

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

2.15.4.3.3: When there is not enough room to park all team transporters in the main paddock area, PWC will secure the best overflow paddock possible.

2.15.4.3.4: Teams with 3+ Pirelli World Challenge cars entered will be given consideration for “garage” style parking under their awning and parking out of point order.
2.15.4.4: The arrangement of the team equipment, awnings, pit carts etc., may not block the view of their cars from the public at any time during event hours.

2.15.5: PIT ASSIGNMENTS
Pit assignments will be the responsibility of the SCCA Pro Staff. Pit assignments will be based on the highest positioned driver, the team and team sharing equipment (provided the team sharing has notified PWC official 2 weeks prior to the event). Assignments will be distributed at the crew chief meeting or prior to the start of the first official practice. Teams must use their assigned pit space during all official sessions.

ARTICLE 2.16: COMPETITION PROCEDURES

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

2.16.2: QUALIFYING AND STARTING GRID
The following procedure will be used for Pirelli World Challenge qualifying sessions, and to establish the starting grid for the race.

2.16.2.1: Qualifying for each race shall be separated into two sessions with cars qualifying in reverse class order (GTcup first, GT/GTA second; GTS will be by itself and TCB first, TCA/TC second). Cars shall qualify in their assigned sessions. If appropriate time cannot be scheduled for two sessions, classes shall qualify together starting in class order (GT/GTA first then GTcup; GTS; and TC/TCA first, then TCB). At GT/GTA/GTcup double races, separate qualifying shall be scheduled for each race. If this is not possible, starting positions for the second race shall be determined by fastest lap from the first race. If this method is used, Race One shall be considered an official qualifying session and qualifying points shall be awarded; any penalty assessed in Race One affecting car or driver eligibility shall also affect the qualifying positions for Race Two. When qualifying is by this method, cars may change all four tires for the second race; if an exchange of an engine or its parts occurs after the first race, the car shall relinquish its starting position for the second race and shall start from the back of its class. For TC/TCA/TCB event procedures see 2.16.2.11 and 12.

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

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

2.16.2.3: For all races, cars will be gridded by class (GT/GTA then GT/Cup ; GTS; and TC then TCA then TCB). Grid positions shall be filled in the order of qualifying times by class. If a car is moved to the back of the grid or must start from the back of the grid, this shall be by class. In the case of a rolling start, cars that fall out on the pace lap or cannot maintain the pace shall go to the back of the entire field. If the officials discover that a car will be moving to the back of the grid at least one (1) hour prior to pre-grid opening, the grid will be revised and that position will be filled. Otherwise, that grid position will be left open. If qualifying is cancelled for any reason, the grid will be set by driver’s points, except for the first race of the season. If qualifying is cancelled for the first race of the season, the grid will be set by combined practice times. Also see Article 1.4.2.6.

2.16.2.4: All exchanges of the engine, or changes to the engine that require the SCCA Pro Racing seal(s) to be removed, will require notification of the TECHNICAL MANAGER in writing at least 60 minutes prior to exchanging the engine, or removal of an SCCA Pro Racing seal. If an exchange of an engine, or its parts, occurs after qualifying the car will lose its starting position and will be required to start the race at the back of its class, regardless of reason for exchange/change. The seals may be broken and parts inspected under the supervision of an official. If more than one car is moved to the back of the starting grid,
they will be gridded according to the ascending lap times of their qualifying time.

2.16.2.5: Teams may not adjust ride height, wings, or splitters during qualifying.

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

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

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

2.16.2.8: PWC reserves the right to alter qualifying and gridding procedures on a per-event basis in the supplemental regulations.

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

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

2.16.2.11: TC, TCA and TCB Race Formats

2.16.2.11.1: TC/TCA/TCB races will be 30-40 minutes in length. Race time will be posted in the supplementary regulations. For double race weekends, fastest race laps from race 1 will determine starting positions for race 2. For three race weekends the fastest lap from race 2 will determine the starting position for race 3

2.16.2.12: Race procedures for TC, TCA and TCB.

2.16.2.12.1: Cars will be gridded in class order (TC then TCA then TCB).

2.16.2.12.2: Cars must start race 1 with stamped qualifying tires. If tire damage is noted by Series officials or Pirelli, the damaged tire may be replaced to the back of the car at the discretion of the
Official or Pirelli. If the damage, in the opinion of the Official’s is intentional, the car will be placed at the back of the grid. New tires may be used for race 2 and race 3 if needed.

2.16.2.12.3: Races will be standing starts unless otherwise specified by the COMPETITION DIRECTOR.

2.16.2.12.4: Fueling in the hot pits will not be permitted. Contact the tech department if additional fuel capacity is needed for your car.

2.16.3: STANDING START

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

2.16.3.1: Pre-Grid

Pre-Grid will open approximately 60 minutes before the scheduled race start time. The flag bearers required to hold the manufacturer flag for each car are to be on pre-grid or such other designated place 45 minutes before the scheduled race start time. Pre-grid will close 30 minutes before the scheduled race start time. Cars failing to arrive at pre-grid before it closes shall start the race from pit lane in the order that they arrive at pre-grid after it has closed. Once pre-grid has closed, positions for late, or no-show, cars shall remain open.

2.16.3.2: Presentation Lap

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

2.16.3.3: Pre-Start Ceremonies

Each team is required to have a flag bearer, for each car, carrying the flag of their race car’s manufacturer. Flag bearers must be at least 16 years of age and have signed the event waiver, or have an SCCA Pro Racing hard card. Flag bearers must wear appropriate
team clothing (team shirt and long black pants). Approximately 30 minutes before the scheduled race start time, flag bearers will proceed to the starting grid holding the flags upright at the assigned start box. When the “THREE (3) minute board” is displayed and the air horn is sounded, all personnel, including the flag bearers and team members, must leave the starting grid.

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

2.16.3.4: Formation Lap

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

During the approach to the starting grid, the cars will be directed to slow, close formation, and be stopped at their assigned starting position. Once a car is set in its grid position, it shall not move. Cars that overshoot their marks may NOT reverse back into position. All cars shall line up directly behind the car in front of them. Cars that deliberately form up a significant distance behind their mark, angle in, or in any other way try to gain an advantage at the start, will be subject to penalties. The yellow lights will be shown on the light boards along the starting grid as the cars grid from the formation lap.

2.16.3.5: Start Procedure

The start will be signaled using a series of panels of RED and yellow lights at the front of the grid and approximately mid-field. Once the grid is set, the yellow lights will be extinguished red lights will come on and between 4-6 seconds after the red lights have been switched on, they will be turned off, signaling the beginning of the race. Penalties
will be given for incorrect starting procedures that include, but are not limited to the following: changing position in a dangerous or unnecessary manner during the initial start, or horizontal movement prior to lights going off. Start judges may be used.

2.16.3.6: Delayed Start

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

For a brief delay, the cars shall remain in place on the grid with engines running. When the start delay is resolved the DELAYED START board will be withdrawn and a THIRTY SECOND sign will be displayed, followed by the standard start sequence listed in Article 2.16.3.5 starting with the Yellow lights.

For a longer delay, the Starter shall display the ENGINES OFF board. Drivers shall remain in their cars and no work shall be performed. When the start delay is resolved, the start procedure shall commence with the display of the ONE-MINUTE board. This shall be the signal for all cars to start engines. When engines are running, the field will be dispatched in grid order behind the pace car. A single-file or double-file start shall take place per the procedures in Article 2.16.5.4.2/4.3. Cars unable to begin the pace lap in grid order shall join at the back of the field, or be removed to the pits.

If time permits once the engines are restarted the field may be dispatched on a second Formation Lap. At the completion of the Formation Lap, with cars in place on the grid, the Yellow lights on the boards will be displayed and the start sequence will commence per Article.2.16.3.5 Race Control will announce over the radio whether the start will be single-file or double-file behind the pace car, or whether there will be a second formation lap.

In the event of a delayed start, the 50-minute clock shall begin at the issuance of the DELAYED START signal. If time permits, the Race Director may reset the clock. If the race will run less than announced following the start.

2.16.3.7: Aborted Start

An aborted start is one that is called due to problems that may
have occurred once the red lights have been switched on, and which has resulted in cars leaving the grid. A second standing-start will not occur. All corner stations will display double-yellow flags. Cars shall follow the safety car until it is deemed safe to re-start the race, at which point, a single-file or double-file rolling restart procedure will occur (see Article 2.16.5.4.2/4.3). In the event of an aborted start, the 50 minute clock shall begin when the cars leave the grid. Time permitting; the Race Director may stop the countdown of this clock at any point prior to the successful start of the race.

2.16.4: FALSE START

2.16.4.1: During a Standing Start a false start occurs when a driver under the Starter’s orders, after having been set by the grid staff, moves forward or backward, from his prescribed position before the start of the race as indicated when the red lights go out.

During a rolling start, a false start occurs when a car moves out of line, passes, or falls back in relation to the field prior to the display of the green flag.

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

2.16.5: RESTARTS

2.16.5.1: If it should become necessary to stop a race, the RACE DIRECTOR will determine if the race is to be restarted and the restart procedure to be used.

2.16.5.2: A race that is stopped at 50 percent, or more, of its scheduled distance/time and is not restarted shall be scored as of the last completely scored lap.

2.16.5.3: Unless the Supplementary Regulations for an event specify otherwise, any method of restarting car engines is permitted, after a race is stopped, and before it is restarted.

2.16.5.4: Post-YELLOW FLAG/SAFETY CAR restarts shall be either single-file or double-file. The decision will be announced by the RACE DIRECTOR over the radio on the race operations frequency before the restart.

2.16.5.4.1: In mixed class racing, should the safety car in picking up the overall leader split a slower class or classes from their leader(s), slower class or classes may be directed to move out of line in order and get back in line in order behind the last car in the faster class. Prior to the restart the leader of the slower class will be required to have approximately a 50 yd gap between classes.

2.16.5.4.2: Single file starts/ restarts shall be carried out as follows:
The lead car shall maintain a steady pace as set by the Safety Car and is responsible for leading the field to a safe start/restart. Cars shall not drastically speed up, slow down.

An Acceleration Zone defined by four cones – two on each side of the course preceding the start/finish line – shall be used. When the lead car crosses into the Acceleration Zone, it may accelerate at any time and the green flag shall be displayed. If the lead car does not accelerate, the green flag shall be displayed when it reaches the end of the Acceleration Zone.

Racing shall resume throughout the entire field when the green flag is displayed. Restart judges, radar, and video may be used to determine if cars jump the restart by accelerating early or moving out of a single-file line. Cars that are deemed to have jumped the restart may be black-flagged and held at pit out for a period of up to one minute. The RACE DIRECTOR may levy other penalties at his discretion.

2.16.5.4.3: Double file rolling starts shall be carried out as follows:
- On instruction of the Race Control, a signal, plainly audible, and/ or visible, to the full grid, shall be given at five minutes, and at one minute, prior to the scheduled starting time of pace lap. This will alert drivers to get in their cars, and crews to complete preparations.
- At each event, specific instructions for pre-race activities, ceremonies, times, start engines command and start procedures will be issued to all teams.
- On command from Race Control, the Grid Official, after observing that all unnecessary personnel have left the grid and that all drivers are ready with engines running, shall signal the drivers to begin the pace lap, led by the pace car. The pace lap is to be run at considerably less than racing speed. The pace car shall set the pace, approaching Start at a constant slow speed. All cars shall maintain their grid positions relative to the pole car until the green flag is displayed. If the pace car has left the circuit and an extra pace lap is required, the “pole” car shall serve as a pace car from its position in the front row.
- During the pace lap, the Starter shall be positioned at a safe location with a clear view of the approaching field, and visible to the field, especially the leaders. The Starter shall remain motionless, with the green flag hidden, and no other flags visible.
- An Acceleration Zone defined by four cones – two on each side of the course preceding the start/finish line – shall be
used. When the lead car crosses into the Acceleration Zone, it may accelerate at any time and the green flag shall be displayed. If the lead car does not accelerate, the green flag shall be displayed when it reaches the end of the Acceleration Zone.

– The pace car will exit the course and the field will continue at a constant, less than race, speed. Cars shall not speed up or slow down abruptly. When the lead car crosses into the acceleration zone and begins to accelerate or reaches the end of the zone, the green flag shall be displayed. Racing shall begin throughout the entire field. The green flag will be continuously waved until all cars have passed the start line. Cars shall not alter their position (False Start) prior to the green flag being displayed (see 2.16.4.1).

– Should a driver or drivers alter their position before the start signal is given, the Starter, officials and/or judges shall inform Race Control which drivers were guilty of false starting. The Race Director will then inform the teams of the offending drivers, advising them what penalty has been assessed. The Race Director will then assess the penalty.

– Should it be determined that the start must be aborted, the Starter shall signal by making no flag movements whatsoever, at the same time vigorously shaking his head from side to side to signal all drivers that there has not been a start. The field will continue on another pace lap in their original starting positions. All flag stations shall display stationary double yellow flags during all such pace laps. These additional pace laps shall count towards race distance and time.

– It is emphasized that the PWC Standard Rolling Start is amoving start, not a “flying” start. While the pace lap may proceed at a brisk pace, the field should be slowed at a sufficient distance before the start line to allow orderly grouping of the field. The speed prior to the start shall be based on the types of cars, classes, size of the field, and course layout. The front row may be briefed by the Race Director or a designated series official prior to the start.

2.16.6: RACE LENGTH
Pirelli World Challenge races will be a maximum of 50 minutes (TC/TCA/TCB races 40 minutes) in duration, unless otherwise specified in the Supplementary Regulations. Races may be shortened as necessary to accommodate the TV schedule. Under extraordinary circumstances
the clock may be stopped and restarted at the discretion of the RACE DIRECTOR.

2.16.7: POST-RACE CEREMONIES

2.16.7.1: At the conclusion of each race, the top three finishers, as well as any award winners announced over the official race control frequency, shall attend winner’s circle ceremonies as directed by PWC. Drivers participating in any celebration involving the spraying of any liquids shall remain on the victory podium/rostrum. Drivers are prohibited from spraying any participants, photographers or staff that are not on the rostrum/podium.

2.16.7.2: Following the post-race awards ceremony, the top three finishers are required to attend a post-race press conference as directed by PWC series officials.

2.16.7.3: Following the race, all cars are required to attend parc ferme. All cars should go directly from the race surface to parc ferme. Cars will be inspected by the the Technical manager or representative and then all cars will be released at the same time. No one will be permitted in parc ferme except PWC tech staff and crew chiefs that have been invited by the PWC tech staff.

2.16.8: TIRE USE

2.16.8.1: All cars shall qualify and race on the same set of marked tires except as follows. (See also 2.16.2.1)

2.16.8.2: The TECHNICAL MANAGER will mark four (4) dry tires per car prior to qualifying. The TECHNICAL MANAGER will specify one, or more, periods of time on the schedule when all teams must have their tires laid out and prepared to be marked at their paddock. The technical staff will come around to the individual team paddock areas to mark each team’s tires during the specified time(s). Once a team’s tires have been marked they may be put away. Teams not prepared to have their tires marked during the specified time may be penalized.

2.16.8.3: Teams shall leave their tires used for qualifying, and/or the race, mounted on the car until the car has cleared the post-session technical inspections, or if the car is not required to go through a post-session technical inspection, released from pit lane by a staff member.

2.16.8.4: If a team changes more than one marked dry tire once the qualifying session begins, that car will lose all qualifying times and be moved to the back of the class.

2.16.8.5: All cars shall start the race on the same set of marked dry tires that they qualified on, or on the set of dry tires the team had
marked prior to qualifying if rain tires were used in the qualifying session.

2.16.8.6: Teams may change one dry tire without penalty after qualifying. After the start of the presentation lap, or formation lap, cars may enter pit lane and change tires. These cars will be held at pit-out and released after the start of the race and after the field clears pit out. Tires may be changed as needed after the start of the race.

2.16.8.7: If a team changes more than one marked dry tire for the race, that car shall relinquish its starting position and shall start from the back of the class. If the team notifies the TECHNICAL MANAGER of this change in time to have the grid sheets corrected and reprinted the car in question may start at the back of the class. However, if a car shows up on the pre-grid with more than one unmarked tire without informing the TECHNICAL MANAGER of the change in time to correct and reprint the grid sheets, that car shall start the race from pit lane after the field clears pit-out.

2.16.8.8: When to use rain tires is the decision of the crew chief of each team. If the crew chief decides to use rain tires in all or a part of qualifying, but not in the race, the car shall start the race on the set of four (4) dry tires that were marked prior to qualifying. If the crew chief decides to use the four (4) marked dry tires in qualifying, but not in the race, the car may start on any set of rain tires, new or used. If the crew chief decides to use rain tires in both qualifying and the race, any combination of rain tires, new or used, may be used.

2.16.9: RADIO USE

2.16.9.1: One working two-way voice radio with car-to-pit communication capability is required at all times.

2.16.9.2: All Radio Frequencies and DPL codes MUST be registered with PWC.

2.16.9.3: Radio signals cannot be encrypted or scrambled. Frequency hopping is not allowed. Digital radios are permitted but no trunking equipment is allowed. Frequency range limited to 450 to 470 MHz. Power limited to 10 watts on mobile, repeater and base units and 4 watts on hand held units.

2.16.9.4: Teams are limited to a maximum of four frequencies per car entered. PWC may choose to record conversations to be reviewed at a later date.

2.16.9.5: PWC recognizes that the FCC by law requires radio frequency users to be licensed. Teams MUST comply with all Federal, State and Local laws regarding two-way radio communication.

2.16.9.6: PWC requires that all teams monitor the race control channel at all times their cars are scheduled to be on track.
2.16.9.7: Race Control must be monitored on frequency 460.8625 MHz. DPL Code 723

2.16.10: LIGHT USE

2.16.10.1: Drivers shall flash their headlights when preparing to pass a slower car.
2.16.10.2: In low visibility (e.g. sunset, rain) headlights and tail/rain lights shall be turned on.
2.16.10.3: In wet conditions, if a car produces a trail of water spray its tail/rain lights must be turned on as directed by Series officials.

2.16.11: CAUSING TRACK STOPPAGES
Due to the strictly limited amounts of track time given to the series on a race weekend, avoidable occurrences that cause a track stoppage are strongly discouraged. Teams must be sure that their cars and drivers are fully prepared to go on track (e.g. make sure there are no fluid leaks). If something occurs (e.g. an engine expires), the driver must get off the line, off the course, and park in a safe location as soon as possible, so as to not cause a session stoppage. Cars will be brought in quickly to investigate reports of fluid leaks, smoke, etc. in an attempt to avoid session stoppages. Penalties may be levied against cars avoidably causing track stoppages.

2.16.12: TIMING BEACONS
The TECHNICAL MANAGER will mark an area in pit lane for Pirelli World Challenge timing beacons. One timing beacon will be placed in this area for each data acquisition system during any official session. The TECHNICAL MANAGER will assign a primary and backup team responsible for setup and operation of the beacons.
ARTICLE 3: Porsche GTcup

NEED AN INTRODUCTION TO GTcup CARS

3.1: REGULATIONS

3.1.1: TECHNICAL SERIES REGULATIONS
Anything which is not specifically allowed by the present regulations is prohibited. Permitted modifications must not result in any illegal modifications or infringements of the regulations.

Drinking system
A drinking system without an electric pump may be used. Prior to installation it has to be approved by the Technical Scrutineers and the series organiser.

Cooling system
A cooling system with cooling vest may be used. Prior to installation it has to be approved by the Technical Scrutineers and the series organiser. The installation according to the manufacturer’s instructions is the sole responsibility of the participant.

3.1.2: GENERAL, PERMITTED MODIFICATIONS AND INSTALLATIONS
The only work which may be carried out on the cars is that necessary for its normal servicing, or for the replacements of parts worn through use or accident.
The limits of the modifications and installations allowed are specified hereinafter. Any part worn through use or accident may only be replaced by identical Porsche Genuine Parts that are assigned to the eligible vehicles in accordance with Item 2.1. The Porsche Genuine Parts are specified in the valid spare parts catalogue in each case.
The use of components manufactured by -Porsche AG for other groups of vehicles (e.g. Porsche road vehicles) is also prohibited.
Throughout the car, the standard attachment parts such as nuts, bolts, washers, lock washers, spring washers, splint pins may be replaced by Porsche Genuine Parts solely.
The maintenance and replacement intervals as well as setting values specified by Porsche AG (see Technical Manual) are to be complied with.

3.1.3: MINIMUM WEIGHTS AND BALLAST

3.1.3.1: At no time during an event must the weight of a vehicle be less than the mandatory minimum weight.
3.1.3.2: The minimum weight of the vehicle including the driver weight is 1,310 kg (2888 lbs). For 2015 supercup the minimum fuel weight no longer applies.

3.1.3.3: The minimum weight must also be observed with an empty fuel system and the levels of operating liquids under minimum level.

3.1.3.4: A weighing scale specified by the Technical Scrutineers is used for checking the minimum weights. It is referred to below as the ‘official scale’. The official scale is located in the Technical Scrutineering tent or in the respective pit. This is also the weighing area.

3.1.3.5: The installation of ballast is permitted. Only original -Porsche ballast components must be used. These must be installed in the provided holders at the position of the passenger’s seat in accordance with the illustration in Attachment 4. The components of the ballast weights are identified by spare part numbers.

Attachment 4

3.1.3.6: MINIMUM VEHICLE WEIGHT
The minimum weight of the cars is 1,225 kg (2695LBS) and consists of:
- The weight of the vehicle;
- The weight of the inboard camera including the radio system assigned by the series organizer or the weight of the respective substitute ballast;
- The installed additional weights.

3.1.3.7: MINIMUM FUEL WEIGHT
For 2015 the minimum weight of the fuel 15 kg (33 lbs) no longer applies. Please see rule 3.1.3.2 for clarification.

3.1.3.8: MINIMUM DRIVER WEIGHT
The minimum weight of the driver is 85 kg (187 lbs) and consists of:
- The driver;
– The personal equipment of the driver as it is in the vehicle at the time when the weighing is ordered;
– The driver equalisation weight if applicable.

If the actual weight of the driver is less than 85 kg (187 lbs), the equalisation weight (to 85 kg) in the form of original Porsche ballast plates (part numbers: 997.504.848.00/997.504.848.01/997.504.848.02) must be fixed on the passenger side in the defined location.

It is the driver’s responsibility to ensure that the sum of the installed equalisation weight plus his/her actual weight (plus the parts of his/her personal equipment in the car at the time of the order to weigh the vehicle) is at least 85 kg (187 lbs).

Separate /combined weighing of vehicle, driver and fuel.
The Technical Scrutineers may decide to weigh vehicle, driver and fuel separately or in combination.

If vehicle, driver and fuel are weighed in combination the minimum weight consists of the particular sums of the minimum weights specified above.

3.1.3.9: WEIGHT CHANGES DURING QUALIFYING AND RACE
During the qualifying practice, the weight of the vehicle can only be altered by:
– Changing from slick tyres to wet tyres or vice versa;
– Consumption of consumable materials and fluids.

During a race, the weight of the vehicle can only be altered by:
– Changing from slick tyres to wet tyres or vice versa;
– Consumption of consumable materials and fluids.

3.1.3.10: On the way from the circuit to the Parc Fermé and in the Parc Fermé itself, and on the way to the postrace Technical Scrutineering under no circumstances must weight be added to the vehicle or the driver.

3.1.3.11: VERIFICATION OF THE MINIMUM WEIGHTS BY THE PARTICIPANTS ON THE OFFICIAL SCALE
Participants have the opportunity to check the weight of their vehicles and drivers during the event on the official scale in agreement with the Technical Scrutineers.

3.1.3.12: Personal protective driver equipment during weighing
During the weigh-in, each driver must wear his complete driver apparel, plus the mandatory head restraint system.

3.1.3.13: WEIGHING OF VEHICLES
The vehicles are weighed as follows:
– Weighing of vehicles is carried out regularly on the official scale.
– If a driver is given the signal that his vehicle is selected for weighing, he must take the shortest route possible to
the weighing area and turn off the engine.

- The vehicle will be weighed with the driver. The driver or a team member will receive written confirmation of the measured vehicle weight. During weighing the driver must not move in any way as to influence the weighing result.

3.1.3.14: If a vehicle cannot reach the weighing area under its own power, it must be brought to the weighing area solely by marshals. If this is not possible, then the Technical Scrutineers can assign other persons for this purpose.

3.1.3.15: WEIGHING IN BELOW THE MINIMUM WEIGHT

If during the weighing procedure the vehicle is found to be lighter than the currently applicable minimum weight for this vehicle, the vehicle and the driver will immediately be weighed again and immediately for a third time on the same scale and in the same condition. The maximum value of these 3 weigh-ins is regarded as the actual weight of the vehicle.

3.1.3.16: Leaving the weighing area without the consent of the Technical Scrutineers, the driver is not permitted to leave the weighing area and the vehicle is not allowed to be removed.

3.1.3.17: WEIGHING AFTER BREAKDOWN AND VEHICLE REMAINING ON CIRCUIT DURING QUALIFYING AND RACE

If a vehicle breaks down during the qualifying session or the race and the driver leaves his vehicle, he must go directly to the weighing area to determine his weight.

3.1.3.18: DETERMINING THE DRIVER WEIGHTS

After free practice, qualifying and race, all drivers must go straight and directly from the Parc Fermé to the weighing area to determine their weight. Drivers who are approached by the TV partner for an interview may interrupt their walk to the weighing area for the duration of the interview. Any driver failing to present himself promptly for weighing may be referred to the Stewards of the Meeting. The final decision in this respect will be taken by the Stewards.

The drivers will be weighed individually and will receive a report on the determined weight. Any appeal against the observed weight must be immediately submitted in writing to the Technical Scrutineers after receiving the report.

3.1.3.19: DETERMINING THE TOTAL WEIGHT OF THE DRIVER AND VEHICLE

During Technical Scrutineering the vehicle is weighed without the driver. The total weight results from the addition of driver weight and vehicle weight (including driver equalisation weight). If during the weighing procedure the vehicle is found to be lighter than the currently applicable minimum weight for this vehicle, the vehicle without the
driver will immediately be weighed again and immediately for a third time on the same scale and in the same condition. The maximum value of these 3 weigh-ins is regarded as the actual weight of the vehicle.

3.1.3.20: REPLACEMENT AND LOSS OF VEHICLE PARTS

All vehicle parts that were replaced during the free practice, qualifying session and race must be presented to the Technical Scrutineers without request for inspection. The parts that were removed from the vehicle will be marked by the Technical Scrutineers or their assistants if necessary and must afterwards not be modified in any way. These parts must remain until released by the Technical Scrutineers in the pit or in the Technical Scrutineering tent in sight of the Technical Scrutineers or his assistants. These parts can be considered when determining the weight instead of the replaced parts.

3.1.3.21: PARC FERMÉ RULES FOR VEHICLE WEIGHING

Vehicles that have been specified for weighing are subject to Parc Fermé regulations. It is forbidden to add or remove any substance to/from the vehicle after it has been selected to be weighed. The same applies during the weighing process or after the end of the race. Excluded are actions of the Technical Scrutineers.

3.1.3.22: It is the entrant’s responsibility to ensure that the race vehicle entered by him/her can be brought directly to the weighing area when instructed by the Stewards or the Technical Scrutineers at any time during the event. In any case, Parc Fermé rules apply to the vehicle from the moment of the order until the termination of the weighing process.

Moreover, Parc Fermé rules apply to the route to the weighing area and in the weighing area itself. Only the responsible sporting marshals and their helpers are permitted to enter the weighing area. In this area, the only activities on the vehicle are those expressly permitted by the aforementioned persons. If a vehicle is not presented for weighing despite a request, the Technical Scrutineers will inform the Stewards.

3.1.4: EXHAUST PRESCRIPTIONS

The cars must be equipped with a catalytic converter in compliance with the DMSB exhaust prescriptions. Only manifolds with the -following parts numbers are permitted:

Left manifold: 997.113.021.A1
Right manifold: 997.113.022.A1

Note for manifolds 997.113.[021 /022].98 please contact PMNA
3.1.5: NOISE REGULATIONS
This noise level will be determined by following the sound test procedures in 2.12.1. Noise limit will be a maximum of 120dBA

3.1.6: ADVERTISING PRESCRIPTIONS AND START NUMBERS ON THE VEHICLES
All competing vehicles must be equipped with the advertising decals, logos, driver name and start numbers specified by 2.13
Vehicles of a team with virtually identical liveries must have clearly different wing mirror colouring. The mirror colours used to identify the vehicles are to be retained for the entire season.

3.1.7: SAFETY EQUIPMENT
The vehicles must comply with appendices A-P

3.1.8: FUEL
3.1.8.1: The Technical Scrutineers shall be entitled to take fuel samples from a participant’s vehicle at any time during the event. At any time of the event until the end of the protest deadline, the participant must ensure that a minimum amount of 3 litres of fuel can be taken from the corresponding removal point (fuel removal valve) in the cargo bay. These 3 litres minimum amount of fuel may be part of the obligatory 15 kg remaining fuel amount to ensure minimum weight. These samples must be identical to the reference fuel taken from the petrol pumps designated above.
3.1.8.2: All additives are prohibited. Fuelling and refuelling of the vehicles during free practice, qualifying and the race is forbidden. All chemical or thermal changes to the fuel are forbidden.

3.1.9: TECHNICAL DEFINITIONS
If there is not a definition of a word in Appendix Q then the standard definition of the word from Webster’s Dictionary shall be used.

3.2: SPECIFIC TECHNICAL REGULATIONS
3.2.1: GENERAL
Technically identical vehicles with the designation Porsche 911 GT3 Cup (Type 991), built by Porsche AG in a small production run on the basis of the Porsche 911 GT3, shall be used for the GT Cup. Only vehicles of model year 2015 are permitted.
Certain special parts used in the 911 GT3 Cup cannot be obtained via the Porsche trade organization and are available exclusively from the Porsche Motorsports North America [PMNA].
CONTACT
Porsche Motorsport North America, Inc.
3203-3207 South Shannon Street
Santa Ana,
CA 92704, USA
Office: +1-714-361-2503
Fax: +1-714-546-2311

Parts Manager At Track PWC Purchases
Ralph Hollack (714) 361 2512 ralph@porschemotorsport.com

General parts purchases from PMNA:
Rob Owen (714) 361-2516 rob@porschemotorsport.com
Asst. Parts Manager

Caren Brewster (714) 361-2515 caren@porschemotorsport.com
Parts Sales Specialist

Trevor Mady (714) 361-2521 Parts Sales Specialist
external.trevor.mady@porschemotorsport.com

The vehicles must comply with the requirements of these Technical Regulations. Technical Scrutineering of the vehicles is undertaken by the Technical Scrutineers.

3.2.2: SPECIFIC REGULATIONS
In addition to the Technical Regulations according section 3.1 in these regulations, the following specific Technical Regulations are applicable.

3.2.2.1: Anything not specifically allowed by the present regulations is prohibited.

3.2.2.2: Permitted modifications must not result in any illegal modifications or infringements of the regulations.

3.2.2.1: GENERAL VEHICLE DESCRIPTION
Porsche 911 GT3 Cup (Type 991), MY 2015 Concept Single-seated, near-standard race vehicle. Based on the 911 GT3

3.2.2.1.1: Engine
- Aluminium six-cylinder rear-mounted boxer engine
- Sealed by PMNA.
- 3,800 cm³; stroke 76.4 mm; bore 102.7 mm
- Max. power: 338 kW (460 hp) at 7,500 rpm
- Max. rpm: 8,500 rpm
- Single-mass flywheel
- Water cooling with heat management for engine and gearbox
- Four valves per cylinder
- Sequential multi-point fuel injection
- Required fuel quality: SERIES VP PWC101
- Dry-sump lubrication
- Electronic engine management (Bosch MS 4.6)
- Race exhaust system with regulated race catalytic converter
- Rear silencer with centred exhaust pipe
- Electronic acceleration pedal

3.2.2.1.2: Power transmission
- Porsche six-speed sequential dog-type gearbox
  - Gear ratios:
    - Ring & pinion gear \( 14/22 = 1.571 \)
    - Final drive \( 17/41 = 2.412 \)
    - 1st gear \( 13/41 = 3.154 \)
    - 2nd gear \( 17/40 = 2.353 \)
    - 3rd gear \( 19/36 = 1.895 \)
    - 4th gear \( 19/29 = 1.526 \)
    - 5th gear \( 24/30 = 1.250 \)
    - 6th gear \( 34/35 = 1.029 \)
- Internal pressure-oil lubrication with active oil cooling
- Limited slip differential
- Triple-disc sintered metal race clutch
- Pneumatic paddle shift system

3.2.2.1.3: Body
- Lightweight bodywork with smart aluminium-steel composite construction
- Welded-in roll cage, In compliance with FIA Homologation Regulations for safety cages
- Front bonnet with two air inlets for cockpit ventilation and quick fasteners
- Removable roof section
- Rescue bar analogue DTM system
- Modified and widened 911 GT3 fenders
- Modified rear wheel arches
- Modified and widened 911 GT3 front-end with spoiler lip
- Modified 911 GT3 rear-end with integrated rain light, in compliance with FIA Homologation Regulations
- Lightweight exterior:
  - CRP doors with sport-design rear-view mirrors
  - CRP rear engine lid with quick fasteners
  - CRP rear wing; adjustable
- PC windows and rear side windows with ventilation openings
- PC rear window
- Underbody tray with air routing for brake and driveshaft cooling in the rear
- Modified 911 cockpit:
  - Magnesium subframe In light weight design
  - Ergonomic driver-oriented centre console
  - Switch mask with fluorescent lettering
  - Steering wheel with quick release coupling, control panel and shift paddles
  - Race bucket seat with longitudinal adjustment;
  - Homologated to latest FIA requirements
  - Individual padding system
  - Six-point seat belt
  - 100 litre fuel cell (FT3 safety fuel cell)
  - Built-in air jack system (three legs)

3.2.2.1.4: Suspension

- Front axle:
  - McPherson suspension strut, adjustable in height, wheel camber and track
  - Forged strut:
    - Optimised stiffness
    - Double shear tie rod connection
    - Heavy-duty spherical bearings
  - Wheel hub with centre lock
  - Racing shock absorbers, non-adjustable
  - Forged supporting mount
  - Double-blade-type anti-roll bar
  - Electrohydraulic power steering
- Rear axle:
  - Multilink rear suspension, adjustable in height, wheel camber and track
  - Forged strut:
    - Optimised stiffness
    - Double shear tie rod connection
    - Heavy-duty spherical bearings
  - Wheel hub with centre lock
  - Racing shock absorbers, non-adjustable
  - Forged supporting mount
  - Double-blade-type anti-roll bar
3.2.2.1.5: Brake system
2 independent brake circuits for front and rear axle, adjustable by the driver via brake balance system
Front axle:
- Aluminium six-piston racing calipers in monobloc design
- Multipiece steel brake discs; internally vented and slotted, 380 mm diameter,
- Racing brake pads
- Optimised ventilation routing
Rear axle:
- Aluminium four-piston racing calipers in monobloc design
- Multipiece steel brake discs; internally vented and slotted, 380 mm diameter,
- Racing brake pads
- Optimised ventilation routing

Rims/Tyres
Front axle:
- Single-piece light-alloy rims according to Porsche specifications and design with centre lock, 10.5Jx18 ET28
- Pirelli tyres; tyre size: 285/645-18
Rear axle:
- Single-piece light-alloy rims according to Porsche specifications and design with centre lock, 12J x 18 ET 53
- Pirelli tyres; tyre size:

3.2.2.1.6: Electrics
- COSWORTH colour display ICD
- COSWORTH electrical system control unit IPS32
- Electronic throttle system
- Fire extinguishing system (extinguishing agent: gas)
- Battery 12 V, 70 Ah (AGM), leakproof, placed in the passenger footwell
- Alternator 150 A
- Fan in light weight design
- Weight optimised fan
- Wiper with direct drive
- Lighting system:
  - Bi-xenon headlight
  - LED daytime running light
  - LED rear lighting system and rain light

3.2.2.1.7: Options (not included in scope of delivery)
- Brake- and steering-wheel sensors
- Memory extension COSWORTH ICD 128 MB
- Bosch MSA-Box

3.2.2.1.8: Measurements
- Overall length: 4,547 mm
- Overall width: 1,851 mm
- Overall height: 1,280 mm
- Wheelbase: 2,458 mm

Colour
- Water-based paint
- Exterior: white C9A
- Interior: white filler-coat, no clear-coat finish

3.2.3: ENGINE
3.2.3.1: The engines are sealed at Porsche AG prior to delivery. A vehicle with an unsealed engine or with a damaged seal is not permitted to participate in the GT Cup under any circumstances.

Any work on the engine that requires the seal to be opened must be undertaken at Porsche AG. An engine change has to be approved in writing by the organiser prior to the change.

Engines can be called in at the instructions of the sports Stewards.

Before the engines are delivered and refitted, a new seal will be affixed by Technical Scrutineers at Porsche AG.

The original screws for fastening the exhaust system in place may be replaced by stud bolts and hexagon nuts.

Therefore, only the following parts are allowed to be used:
- 4 x stud bolts M10X70 8.8 part number: 999.062.170.02
- 4 x nuts M10 part number: 900.377.011.01

3.2.3.2: ENGINE ELECTRONIC CONTROL UNITS

Only the Motronic electronic control units coded and sealed by the series organiser for the races may be used throughout the entire event.

The Motronic electronic control unit including the complete wiring loom must be used without modifications. The series organiser or the Technical Scrutineers reserve the right to check or exchange the Motronic electronic control or record the engine characteristic data at any time during the event. The series organiser reserves the right to reprogram the Motronic electronic control units and to reseal the plug-in connectors for reading the electronic control units at the start of an event. It is thus ensured that the status of the program and data is identical for all participating vehicles.
3.2.4: TRANSMISSION

3.2.4.1: RAMP ANGLE

The ramp angle of the differential lock is 52° (traction) and 30° (overrun). The ramp angles are determined from the axis of rotation (Attachment 5). The number of friction plates and the assembly order shall correspond to the image shown in Attachment 5, and must not be changed.

Attachment 5
**Gearbox emergency operation function**

After the gearbox emergency operation function has been switched on by the driver, the vehicle must be brought back to the pit lane immediately. The vehicle may only leave the pit lane after this function has been deactivated.

### 3.2.5: BRAKES

#### 3.2.5.1: Only vehicles with the following brake calipers are permitted:

Part numbers:
- Front Left: 991.351.427.8A / Front Right: 991.351.428.8A
- Rear Left: 991.352.427.8A / Rear Right: 991.352.428.8A

#### 3.2.5.2: Only standard master brake cylinders are permitted
- Front axle: (17.8 mm diam, Part No: 991.355.170.8C)
- Rear axle: (17.8 mm diam, Part No.: 991.355.170.8C).

#### 3.2.5.3: FRONT AXLE
- One piece Aluminium six-piston calipers, Internally vented brake discs, 380mm, x 32mm,
  - Part No: FL: 991.351.105.8A / FR: 991.351.106.8A
  - Racing brake pads, part number: 991.351.942.8A

#### 3.2.5.4: REAR AXLE

One piece Aluminium four-piston calipers, Internally vented brake discs, diameter 380mm x 30mm, part number: RL: 991.352.107.8A / RR: 991.352.108.8A

Racing brake pads, part number: 991.352.942.8A

#### 3.2.5.5: A knock-back spring must be installed in each case under each brake piston of all brake calipers. External thermal or chemical
treatment of these springs is prohibited. Therefore, only the following parts are allowed to be used:

Part No. Front axle: 991.351.963.8A / Rear axle: 991.352.963.8A

3.2.6: STEERING

3.2.6.1: The position of the steering wheel on the front axle control arm is determined by spacer washers with a thickness of 8.5 mm (part number: 991.341.613.8A).

3.2.6.2: No hub extensions are allowed to be installed. The adjustment facility in length and height which is available by standard may be used.

3.2.7: SUSPENSION

3.2.7.1: The suspension may be modified within the scope of the specified setting range. All genuine parts must be retained. The maximum permissible thicknesses of the spacer washers in the front and rear axle control arms are:

- Front axle: 18 mm / Rear axle: 15 mm

3.2.7.2: The trailing arm axle bearing points of the front and rear wishbones must be left in the position in which they are delivered.

Additionally, the screw positions of the trailing arms at the wishbone bearing points may not be modified (see Attachment 6).

Attachment 6

3.2.7.3: The wheel base on the left and right side of the vehicle must be 2,460 mm +/-15 mm. Measurement is the centers of the wheel hub.

3.2.7.4: ANTI-ROLL BARS

The anti-roll bars are only allowed to be unhooked provided that no parts are removed in the process. Only the setting options for which the technical specifications have been provided may be used.

Shims may be used to compensate for the axial clearance of the anti-roll bars on the front and rear axles. These are available in the following versions:

1 mm with the spare part number: 991.343.761.8A
2 mm with the spare part number: 991.343.761.8B
Other shims or methods for axial clearance compensation must not be used. However, the overall axial clearance must not be less than 2 mm for each anti-roll bar.

3.2.7.5: SHOCK ABSORBERS/SPRINGS
Only the factory-installed Sachs shock absorbers and H&R chassis springs in their original condition may be used. The bump stops of the rear vibration dampers must be part: 0049 5111 0 250.

FRONT AXLE Part numbers
Dampers: 991.343.045.8A / Bump stop: 991.343.677.8A
Main 240N/mm: 991.343.531.8C / Helper 75/60/43: 996.343.537.90

REAR AXLE Part numbers
Dampers: 991.333.051.8A / Bump Stop: 991.333.677.8A
Main 260N/mm: 991.333.531.8C / Helper 80/60/60: 997.333.537.90

3.2.7.6: TIE RODS
The inner Torx screw part number: 999.073.252.09 may be replaced by an external hex screw part number: 900.378.030.01

3.2.8: WHEELS (FLANGE + RIM) AND TYRES
Only the version of Pirelli tyres with the following specification approved for the series races may be used for the duration of the events:

Slick tyres
- Front axle: Pirelli 285/645-18 DH Slick
- Rear axle: Pirelli 325/705-18 DH Slick

Wet tyres
Front axle: Pirelli 285/645-18 WET
Rear axle: Pirelli 325/705-18 WET

There are no specifications for the tyre pressure, but Pirelli recommendations and instructions must be observed. Only atmospheric air or nitrogen may be used to inflate the tyres. Tyres may not be rotated or refitted on rims. The maximum allocation is as below. All tyres must be marked by series or the sanctioned tyre staff prior to qualifying.

Single Race Weekend – 2 Sets (includes qualifying and race)
Double Race Weekend – 3 Sets (Includes Qualify Race1, Race2)

The tyres for the respective event must be ordered from FRISBY TIRE in good time at least 10 working days before the start (= set-up day) of the race event using the official order form. The marking and delivery of the tyres take place within a certain time frame, announced by the series organiser.
**Free practice**

For free practice it is only permitted to use marked slick tyres from a previous Porsche Mobil 1 Supercup 2015 race event which are assigned to the respective starting number. There are no restrictions on the number, handling and use of rain tyres.

**Qualifying and race**

Only the tyres marked for the relevant racing event may be used for the respective qualifying and race. Only such marked tyres may be taken into the pit lane for qualifying and the race. There are no restrictions on the number, handling and use of rain tyres therefore. Rain tyres may be used to drive to and from the pit lane for qualifying.

Competitors, who register for the series at a later date and use their vehicle for the first time after the season opening event, may use a total of 4 new slick tyre sets for the first race event. All slick tyres must be marked by the Technical Scrutineers before the first free practice. From the total amount, 2 sets will be handed out before free practice and 2 sets before qualifying.

**Guest starters**

For the season-opening event the same tyre regulations apply for guest starters as for permanent starters.

Guest starters using their vehicle for the first time in the 2015 series can use used slick tyres for the free practice. The same regulations apply. The tyres must be inspected and approved by the Technical Scrutineers. Furthermore, 1 set of new slick tyres can be marked and used for free practice.

Guest starters and teams who have already contested previous PWC 2015 race events are only permitted to use marked slick tyres from a previous PWC 2015 race event which are assigned to their starting number in the free practice.

**Reserve driver**

Reserve drivers with entered cars are only permitted to use marked slick tyres from previous PWC 2015 race events which are assigned to the respective starting number.

**Tyre damage**

If marked tyres are damaged during qualifying, these may be replaced by new ones (notification by the team manager up to a maximum of one hour after the end-of-qualifying Parc Fermé). Damaged tyres may only be exchanged with the approval of the Technical Scrutineers and in agreement with Pirelli. In this case the marking on the tyres needs to be transferred or applied retrospectively by the Technical Scrutineers.
If more than one tyre needs to be replaced, the relevant vehicle/driver may start from the last position of the starting grid. The decision of the Stewards of the meeting will be final. The participants placed behind the affected driver move forward accordingly. Where several vehicles have been involved in this type of tyre change, the relevant drivers shall be lined up at the back of the starting grid in the order of their qualifying results.

**Treatment**

All chemical, mechanical and thermal treatment of the tyres is prohibited. The mechanical removal of rubber abrasion and stones is permitted. The use of heated covers, materials or other measures that change the temperature of the tyres is prohibited for the entire duration of an event. From the beginning of the pre-start until the end of the session it is forbidden to cover the approved tyres.

3.2.9: BODYWORK AND DIMENSIONS

**Overall car length and overhangs.**
The overall length of the car is 4,547 mm +/-10 mm. The front overhang is 1,043 mm +/-10 mm, measured from the middle of the wheel of the front axle to the leading edge of the vehicle (first point in the direction of the longitudinal axis, front lip included). The rear overhang is 1,045 mm +/-10 mm, measured from the middle of the wheel of the rear axle to the rear edge of the vehicle (last point in the direction of the longitudinal axis, rear wing excluded).

**a) External bodywork (including windows)**
The delivery status of the bodywork has to be preserved.

**Windscreen**
To protect the windscreen, tear-off screens may be attached to the windscreen. Fitting will be checked and approved by Technical Scrutineering.

**Side and rear windows**
Only the genuine Porsche 911 GT3 Cup side and rear windows in their original version are permissible.

Part numbers:
- Door window Left: 991.542.511.8B / Right: 991.542.511.8B
- Rear side window Left: 991.543.511.8A /Right: 991.543.512.8A
- Rear window 991.545.111.8A
b) Passenger compartment/cockpit

Seat
The seat may be adapted by removing or adding upholstery. Modifications require the approval of the series organiser. The maximum allowed padding height must not exceed 50 mm and is permitted solely with original Recaro parts. Removal of the entire upholstery in the area of the horizontal seat surface is not permitted. A minimum upholstery thickness of 10 mm must be guaranteed here. Modification of padding inlays in any form is prohibited. The padding components must be procured exclusively from the seat manufacturer (Recaro).

The original mounting (seat rail and bracket) must be retained.

Ventilation in the passenger compartment
Only the factory-fitted ventilation pipe (NACA-intake on the front opening hood) is permissible for cockpit ventilation. The ventilation of the windscreen must not be affected. For additional ventilation of the passenger compartment only the existing original ventilation openings in the rear back windows are permissible.

The dimension of the NACA-intake may be changed by taping in order to regulate the air inlet into the passenger compartment.

c) Additional accessories

Roof hatch
The vehicle has an opening in the roof in order to make using the KED System in the eventual recovery of the driver easier. The roof hatch is located above the driver and has opening dimensions of 420 x 420 mm.

The roof hatch is attached to the roof via 4 livelocks.

d) Ground clearance of vehicle
The minimum ground clearance of the ready-to-drive vehicle (with the driver in the vehicle and slick tyres in accordance with Art. 2.7, at 2.0 bar ± 0.1 bar air pressure)(29 PSI) must not be less than the specified dimension, as measured at the specified measuring points, at any time of the race event. For the entire duration of the racing event the ground clearance of the front axle is to be a minimum of 78 mm and the clearance at the rear axle a minimum of 100 mm. The measuring points (see Attachment 7) at the front axle are the mounting bolts (M12 x 105) of the cross member/bodywork in relation to the reference surface and the machined rear surface in the direction of travel on the side section of the rear axle in relation to the reference surface. The ground clearance may be changed within the existing adjustment range.
**Measuring method**

The minimum ground clearance of the ready-to-drive vehicle is checked using a measuring plate and appropriate height gauges for the axle to be measured in each case. The measurement is checked with the ready-to-drive vehicle including the driver onboard, standing on the measuring plate. If the measuring gauges can be moved under the measuring points described above, this confirms compliance with the minimum height requirement. Any measuring tolerances will be taken into account by the Technical Scrutineers. Verification of the vehicle ride...
height can also be done with Porsche AG measuring wheels. The Technical Scrutineers can also use instruments such as calipers or a depth gauge to determine the vehicle ride height instead of a gauge.

**Measurement location**

The measurement is conducted on the measurement plate during Technical Scrutineering. The measuring plate is available to the participating teams to check the minimum ground clearance during this period after consultation with the Technical Scrutineers. A check can also be made in the pit lane for the duration of the qualifying session.

e) **Fixation pre silencer**

Changes to the body to fix the pre silencer (cutting of insulation and rivet bolt) are permitted as under Attachment 9.

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**3.2.10: AERODYNAMIC DEVICES**

The original position of the wing section may be changed within the specified scope for adjustment.

Masking the central cooler in horizontal line to regulate the water temperature of the engine is allowed. Taping of the side radiators for additional control of the coolant temperature is only permitted if the center radiator has already been completely taped. The taping must be in black. The taping over of slots in the bodywork and openings is not allowed.
3.2.11: ELECTRICAL EQUIPMENT
Using laptops/computers at the cars by team members is not permitted for qualifying and race as from the time ‘Start of pre-start’ up to the end of the Parc Fermé.

3.2.12: FUEL CIRCUIT
Only the fuel system permitted for the Porsche 911 GT3 Cup vehicles of model year 2015 may be installed.

3.2.13: LUBRICATION SYSTEM

Lubricants
- Engine: **Mandatory** Mobil 1 OW-40. All additives are prohibited.
- Transmission: **Mandatory** Mobilube 1 SHC 75W-90. All additives are prohibited. There has to be a minimum of 2.7 litres transmission oil in the gearbox at all times.

3.2.14: DATA TRANSMISSION

3.2.14.1: RADIOS AND DATA RECORDING
Any non verbal radio transmission (e.g. telemetry) is forbidden.

Data recording
Use of the factory-fitted data recording system manufactured by COSWORTH is compulsory. The COSWORTH system is assigned to the vehicle chassis number and must not be exchanged.

All recorded data relating to the free practice, qualifying or race must be made available to the Technical Scrutineers or the series organiser.

The installation of steering angle sensors and brake pressure sensors and expansion of memory to 128 MB are permitted. In this case, it is absolutely essential to use genuine components manufactured by COSWORTH. Any additional electrical connection to the vehicle wiring harness is not allowed.

3.2.15: OTHER

Seals
The following seals are affixed before delivery:
- Engine:
  - Valve cover, left (1x) / Valve cover, right (1x)
  - Oil pump, left (1x) / Timing gear cover, right (1x)
- Electronic
  - Motronic control unit: connection for electronic control unit wiring loom (2x) / In-/on-board camera (1x)
If seals and marks are applied to the vehicle by the Technical Scrutineers or Porsche AG, these must not be damaged, changed or reproduced.

If the seal on the engine electronic control unit is opened to allow welding work to be carried out, without being requested to do so, the control unit must then be taken to the Technical Scrutineers for another inspection and to be resealed. Before the unit is resealed, the chronology of the work carried out must be submitted to the Technical Scrutineers.

The removed seal has to be handed over to the Technical Scrutineers of Porsche AG.

If a seal is found missing or damaged, an illegal manipulation will be assumed and an appropriate penalty shall be imposed.

Seals that have fallen off during the race or are damaged must be notified to the Technical Scrutineers in writing no later than one hour after the end of the Parc Fermé.

**Repairs subject to notification requirements**

The opening of the seal on the Motronic control unit must be applied for in written form to the series organizer and PMNA.

**Non-observance of the mandatory reporting regulations**

ANY Seals opened or tampered with, without the approval of the series could lead to a penalty up to and including exclusion.
APPENDICES

APPENDIX A: CARS ELIGIBLE TO COMPETE IN WORLD CHALLENGE


APPENDIX B: GENERAL TECHNICAL & SAFETY INSPECTION

The areas covered in a technical inspection, and should be checked for.

B.1: Eligibility for series and/or class.

B.2: The proper display of all required decals and patches.

B.3: Complete bodywork and tires appropriate for series.

B.4: Engine compartment shall be clean with no fluid leakage visible.

B.5: Intake and exhaust systems shall be in good condition and securely mounted.

B.6: Battery securely mounted and hot leads insulated.

B.7: Suspension, steering, and braking system in good condition, securely mounted, and without excessive free play.

B.8: Securely mounted driver’s seat, including seat back, to the chassis and/or roll cage of the car.

B.9: Clear, un-tinted windows without obstructive damage, cracks, etc. Mounted in correct fashion.

B.10: Firewall, floor, bulkheads and enclosures provide appropriate protection, separation and prevent accumulation of fluids.

B.11: On board fire extinguisher system per Appendix C.

B.12: Master electrical cut-off switch in conformance with Appendix D.

B.13: Operating brake and rain lights (if req’d), and headlights (if req’d).

B.14: Scatter shield in conformance with Appendix E (if req’d).

B.15: Oil and coolant catch tanks per Appendix F (if req’d).

B.16: Window and right side nets in conformance with Appendix H (for production based cars).
B.17: Fuel cell in conformance with Appendix I (if req’d).
B.18: Driver restraint system in conformance with Appendix G.
B.19: Roll cage in conformance with Appendix J.
B.20: Drivers personal safety equipment should be checked at the
time the car is inspected and should also be checked again periodically
through the season.
B.21: Drivers shall be able to demonstrate their ability to get out
of their car in a timely fashion. For formula cars and sports racers
a timely fashion will be defined as seven (7) seconds. For production
based cars a timely fashion will be defined as fifteen (15)
seconds. Exit time will be tested with the driver buckled in, all of his
driver’s equipment on, all ancillary systems connected (radio, cool
suit, etc.), Electrical system turned on, the steering wheel in place
and the window net in place. When the inspector gives the signal,
the driver will have to turn off the master electrical switch, touch the
fire system actuator as if activating it, remove the steering wheel,
undo the window net and/or harness, disconnect all ancillary
systems, get out of the car, and must be standing with both feet on
the ground in the specified time.
B.22: If the driver changes the car/chassis that he is driving after
being checked for proper fitment in his primary car, the driver and
crew chief are responsible for making sure the driver is checked for
proper fitment in all additional cars that he drives that season.
B.23: Fuel sample port in conformance with Appendix M.
B.24: Towing Apparatus in conformance with series requirements.

APPENDIX C: FIRE EXTINGUISHING SYSTEMS

All cars must have an on-board fire extinguishing system. The bottle
must be mounted so that it can be removed easily for verification of full
charge by weighing. A nozzle outlet must be directed into the driver
compartment, but must not be pointed directly at the driver. There shall
also be a nozzle outlet in the fuel cell compartment and in the engine
compartment. If the fuel cell compartment is under the car, or the stock
fuel tank is being used, the third nozzle shall be pointed at the point
where the fuel lines come into the cockpit. If no fuel lines enter the
cockpit, the nozzle shall point at where the fuel/sender lines come off
fuel tank, or fuel cell, or at the OE fuel tank access panel.

All fire systems shall be serviced and recertified by the manufacturer
every two years. The proof of this service shall be printed on the
exterior of the bottle. Only fire extinguisher systems specifically
approved by SCCA Pro, those systems approved by the FIA on Technical
List No.16, or those meeting SFI spec 17.1 will be permitted in new cars. Cars that have a previously approved fire extinguishing system installed may wait until it is time for their current extinguishing system to be serviced and recertified before changing over to one of the new systems.

**C.1: APPROVED FIRE EXTINGUISHER SYSTEMS**
- Those approved by the FIA on Technical List No.16
- Those systems having been certified to SFI spec 17.1

**Note:** while FIA technical list No.16 lists the systems approved by the FIA, section 3 of FIA Technical List No.6 lists the minimum amounts of extinguishant needed depending on the type of extinguisher system being used. As a minimum, teams shall use the minimum amount of extinguishant listed for the cockpit and engine of Category N, A, B cars.

**C.2: INFORMATION THAT MUST BE VISIBLE ON THE CONTAINER**
- Capacity
- Type of extinguishant
- Weight, or volume, of the extinguishant
- Date the extinguisher must be checked, which must be no more than Two years after the date of filling, or the date of the last check
- All systems must be equipped with a means of checking the pressure of the contents. This does not apply to non-pressurized systems with a Co2 propellant cartridge.

**C.3:** All extinguishers must be adequately protected and must be situated within the survival cell. In all cases, their mountings must be able to withstand a deceleration of 25 g. All extinguishing equipment must withstand fire.

**C.4:** Any triggering system having its own source of energy is permitted, provided it is possible to operate all extinguishers should the main electrical circuits of the car fail. The driver, when seated normally with the safety belts fastened, and the steering wheel in place, must be able to activate the fire system by means of a spark proof breaker switch, or a manual push/pull apparatus. This switch/apparatus must be located on the dashboard, or center console, and must be marked with a letter “E” in red, inside a white circle of a least 10 cm. diameter, with a red edge.

**C.5:** If the fire system activation switch used by the driver is located within 12” of one of the front door window openings a second fire system activation switch is not necessary. Otherwise, a second fire system activation switch/apparatus must be fitted for external access. It also must be marked with a letter “E” in red, inside a
white circle of a least 10 cm. diameter, with a red edge. The approved locations for the second switch are; along the A-pillar, along the B-pillar, or on the windshield cowl. The second fire system switch shall be located in close proximity to the second master electrical cut-off switch.

**C.6:** The system must work in any position, even when the car is inverted.

**C.7:** The nozzles shall be of the same number and type as those specified by the manufacturer for use with the type of extinguishant being used in the system. Additionally, the nozzles shall be in the locations specified by the manufacturer.

**C.8:** The firing safety pin(s) shall be removed before the vehicle leaves pre-grid.

**APPENDIX D: MASTER ELECTRICAL CUT-OFF SWITCH**

The driver, when seated normally with the safety belts fastened, and the steering wheel in place, must be able to cut off all the electrical circuits, except the circuit for the fire system, by means of a spark proof breaker switch. This switch must be located on the dashboard, or center console, and must be clearly marked by a symbol showing a red spark in a white edged blue triangle.

**D.1:** If the master electrical cut-off switch used by the driver is located within 12” of one of the front door window openings a second electrical cut-off switch is not necessary. Otherwise, a second cut-off switch must be fitted which must cut all electrical circuits (ignition, fuel pumps, alternator, lights, battery, etc., but not the fire extinguisher system). It also must be clearly marked by a spark symbol on a blue triangle. The approved locations for the second switch are; along the A-pillar, along the B-pillar, or on the windshield cowl. The second electrical cut-off switch shall be located in close proximity to the second switch/apparatus for the fire extinguishing system.

**D.2:** If the car is a formula car, or sports racer, the preferred location for a second cut-off switch is the right main roll bar tube at approximately driver’s shoulder height.

**D.3:** Any exposed electrical contacts on the switch(s) shall be covered.

**APPENDIX E: SCATTERSHELFD**

A scatter shield, or explosion-proof bell housing, is required on all
cars where the failure of the clutch, and/or flywheel, could create a hazard to the driver, fuel system, steering system, or brake system. Scatter shield material can be added to the fire wall and/or transmission tunnel. Minimum material specifications are:
- .125” SAE 4130 alloy steel plate
- .250” mild steel plate
- .250” aluminum alloy plate (not cast aluminum)
- SFI approved ballistic blanket or explosion-proof bell housing

APPENDIX F: OIL AND COOLANT CATCH TANKS

**F.1:** Engine vent, or breather lines, must empty into a translucent oil catch tank with a minimum capacity of one (1) quart.

**F.2:** Transmission, and/or differential, vents, or breather, lines shall be designed to avoid leakage.

**F.3:** The cooling system must be a closed system, or its overflow lines must run to a translucent one (1) quart minimum capacity catch tank.

**F.4:** The coolant system and oil systems must empty into individual one (1) quart catch tanks, or they may empty into a single catch tank having a capacity of two (2), or more, quarts.

**F.5:** These containers cannot be mounted in the driver/passenger compartment.

**F.6:** In lieu of translucent catch tanks, a sight tube may be used on the side of the catch tanks.

APPENDIX G: DRIVER’S RESTRAINT SYSTEM

**G.1: HARNESS BELTS**

All drivers in SCCA Pro events must utilize either a six or seven point, restraint harness with a two inch or three inch lap belt meeting the following specifications at all times during practice, qualifying, and the race. There are three basic configurations of harness belts permitted. The primary difference in each type of harness is the configuration and mounting of the leg straps.

**G.1.1: Standard Belt** - Six point system for automobiles with an upright (to 30 degrees) seating position. See figure 1. A six-point system consists of a two-inch or three-inch lap belt, three-inch shoulder straps (two-inch allowed with HANS®), or two-inch shoulder straps with three-inch wide professional padding (padding NOT allowed with
HANS®), and two approximately two-inch leg straps. The buckles for the lap and shoulder straps must be of metal-to-metal quick-release type at the locking mechanism (e.g. cam-lock).

The dual leg straps have a single metal-to-metal connection to the locking mechanism and a separate mounting point to the floor or roll cage for each leg of the anti-submarine strap. Leg straps must pass through the sub-strap hole provided in the race seat located immediately in front of the crotch. Both leg straps go through the sub-strap hole. Locate the mounting points by following the plane of the shoulder belts as they pass over the chest extending the plane to intersect the floor and then measure a 20 degree angle rearward. This is the center point. Measure 2-3 inches left and right of the center to locate each mounting point for an eyebolt or direct bolt. If the legs are wrapped, the center point is the center of the webbing for each strap. A seventh point is not used in this configuration.

**FIGURE 1**

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**G.1.2: Formula Belt** - Six or seven point system for automobiles with semi-reclined (recline of +30 degrees) seating position. See figures 2 and 3. Consists of a two-inch or three-inch lap belt, three-inch shoulder straps (two-inch allowed with HANS®), or two-inch shoulder straps with three-inch wide professional padding (padding NOT allowed with HANS®), and two, approximately two-inch, leg straps. The buckles for the lap and shoulder straps must be of metal-to-metal quick-release type at the locking mechanism (e.g. cam lock).
Each side lap belt and leg strap share a single (or immediately adjacent) mounting point located within the seat or seating tub or at a point with direct unencumbered routing. Each leg strap loops around the shoulder belt connector - passes down through a “D-Ring” on the lap belt - wraps around the thigh - and passes directly under the driver’s bottom outwards to the same or an immediately adjacent location of the lap belt mounting point. The significant incline of the seat bottom combined with the weight of the driver sitting directly on the leg straps helps to load the lap belt thereby reducing “ride-up” of the lap belt when loaded. If used in an automobile with an upright seating position a seventh point is recommended. The purpose of the seventh point is to provide better and faster loading to the lap belt and to help minimize upward movement in the seat allowed by rearward mounted leg straps. Locate the mounting point by following the plane of the shoulder belts as they pass over the chest extending the plane to intersect the floor - this is the mounting point.
**G.1.3: Hybrid Belt** - Six or seven point system for automobiles with an upright OR semi-reclined seating position. See figure 4 for belt layout. Figure 1 shows upright/forward mounting. Figure 2 shows reclined/ rearward mounting. Consists of a two-inch or three-inch lap belt, three-inch shoulder straps (two-inch allowed with HANS®), and two, approximately two-inch, leg straps.
In this configuration, the leg straps are looped around the lap belt connectors on either side of the locking mechanism. Anti-submarine straps can be mounted in either the Standard Belt mounting configuration or in the Formula Belt mounting configuration. If the Formula Belt mounting configuration is used, a seventh point can be added. Forward mounting position is recommended for upright seating positions.

G2: TWO INCH LAP BELTS

Two-inch lap belts are strongly recommended. Two inch lap belts have been shown to provide faster loading of the lap belt resulting in lower loads to the chest, head, and neck. Fitment around the pelvis is better allowing the belt to be worn tighter while being more comfortable and easier to adjust. The smaller adjusters are less likely to get caught up in the small lap belt holes provided in most seats.
G.3: LAP BELT MOUNTING

G.3.1: The lap belts shall be mounted rearward of the pelvis, between two lines drawn at 60-degrees, and 80-degrees, below the horizontal.

G.3.2: The lap belts shall pass through the seat, without interference, to the attachment points, pulling in plane with the mounting hardware without any visible twisting or edge loading on adjusters or mounting brackets. Mounting points must be as close to the side of the seat and must not rub on any seat brackets, rough, or sharp edges.

G.3.3: Lap belt mounting points must be integrated with the frame of the car or to specific welded mounting tabs on the roll cage. If mounting points are located on seat brackets, they must be certified by the bracket manufacturers specifically for such use. Mounting points created in the floor or transmission tunnel must be reinforced with backing plates of sufficient size to spread the load.

G.3.4: Lap belts with bolt on connections must allow bracket to pivot either by use of a machined sleeve or by backing the lock nut off just enough so that bracket can pivot. This is critical to prevent loading of one edge. Eye bolts must be aligned properly so that the snap-on connector is not twisted or loaded at an angle that might load one edge of the webbing while the harness is being used.
G.4: SHOULDER STRAP MOUNTING

G.4.1: The shoulder harness shall be the over-the-shoulder type. There must be a single release common to the lap belt and anti-submarine straps. Only separate shoulder straps are permitted. (Y-type shoulder straps are not allowed.) “H”-type configuration is allowed.

G.4.2: The shoulder harness shall be mounted as closely behind the seat back as possible, not to exceed twelve-inches (12”).

G.4.3: The shoulder harness should be mounted at an angle of 0 degrees to -20-degrees from the horizontal plane measured from the top of the shoulder or the top of the HANS® (see figure 5). In no case shall the shoulder harness be mounted above the horizontal at shoulder height.

G.4.4: The shoulder straps shall pass over the driver’s shoulders (or over the HANS®) - through the seat, in a direct line to the attachment points without any interference caused by the seat back openings or other obstacles. The formula $Y = Z - (X \times 0.40)$ can be used to determine the “ideal” distance between attachment points (see figure 8). Where the shoulder belts are wrapped around a harness bar, the “Y” dimension is measured from the center line of the webbing of each shoulder strap. Where the shoulder belts are bolted the “Y” dimension is measured center to center of each mounting bolt.
FIGURE 8

**G.4.5:** Proper alignment of shoulder straps, unencumbered belt routing, seat opening clearances, and optimum attachment locations will be inspected and verified with the driver seated in the car and wearing an approved head and neck restraint system, the harness belts, and a helmet.

**G.4.6:** In cases where the driver is in a semi-reclining position, the shoulder harness shall be attached so that the angle between a line drawn through the driver’s spine and the shoulder harness is 70 degrees or greater.

**G.4.7:** Sternum straps are not recommended.

**G.5: ANTI-SUBMARINE LEG STRAP MOUNTING**

**G.5.1:** The double leg straps of the six-point system may be attached to the floor - to a purpose built element of the cage - or to purpose built mounting points in the seat as provided by an approved seat manufacturer.

**G.5.2:** A separate attachment point connection must be provided for each leg strap.

**G.5.3:** Attachment points may use bolts, eye-bolts with snap-on connectors, or wrap mounts to roll cage, seat, or chassis points designed for the sub strap loads.

**G.5.4:** Bolts and eye-bolts through the floor must be reinforced with backing plates provided by the harness manufacturer or large washers on the underside to spread loads.
G.5.5: Wrap mounts to specific bars as part of the cage are allowed using only wrap mount hardware provided by the harness manufacturer following the manufacturers defined wrapping instructions.

G.5.6: Formula belt and Hybrid belt anti-sub leg straps may share the lap belt mounting point in rearward mounting installations providing there is a direct unencumbered routing as outlined in the belt descriptions.

G.6: THREE BAR ADJUSTERS

3-bar adjusters may be used for wrap mounting shoulder belts around harness bars or leg straps around mounting bars. The adjusters can also be used to secure webbing wrapped through attachment hardware. When 3-bar adjusters are used, they shall be placed as close to the mounting points as possible. Figures 11-15 have the proper wrapping techniques detailed in them.
G7: The minimum acceptable bolts used in the mounting of all belts end harnesses are SAE Grade 5. Where possible, seat belt, shoulder harness, and anti-submarine strap(s) should be mounted to the roll structure, or frame of the car. Where this is not possible, large diameter mounting washers or equivalent should be used to spread the load. Bolting through aluminum floor panels, etc., is not acceptable.

G8: SFI Certification - Harness systems may be certified to SFI spec 16.1 or 16.5, and shall bear the appropriate label(s). This certification shall expire on December 31st of the 2nd year, after the year of manufacture. The harness system may be sent to the manufacturer for re-webbing and recertification.
FIA Certification - Harness systems may be homologated by the FIA to specification 8853/98, and shall bear the appropriate label(s). It is recommended that the harness system be replaced every three (3) years, but the mandatory replacement date is the 5th year after production. The expiration date, instead of the date of manufacture, is printed on the FIA label(s).

**G9:** Regardless of the date of manufacture, the safety harness shall be replaced if the webbing is cut, frayed, significantly faded, or if any of the buckles are bent/cracked, or if the car has been in a severe impact. If any of these conditions exist, the TECHNICAL MANAGER shall cut the certification labels off of the harness. The team will then have to return the harness to the manufacturer for recertification. All belts in a harness set must be “in-date” to be used. Belts that share a common load such as the shoulder belts, or the lap belts, or the sub-strap shall be replaced / rewebbed together, and have the same date of manufacture.

**APPENDIX H: WINDOW AND RIGHT SIDE NET**

**H.1: WINDOW NET**

A window safety net, meeting SFI Spec 27.1., must be mounted in the window opening of the driver’s door of all closed vehicles. The net must be fastened securely to the roll cage and/or chassis. The window net must be tightly tensioned to minimize movement of net upon contact by the driver’s head. When released, the window net shall fall down, thus not having to be flipped up on the roof. Plastic buckles and elastic straps are not acceptable. In lieu of the window net, open top cars car may use a head restraining net on the left side in conjunction with the right side head net.

**H.2: RIGHT SIDE NET**

All production based cars shall install a right side net running between the main roll hoop and the dash as seen in the figure. The lowest strand of the net must pass the shoulder and run horizontally from the cage to the dash. The upper strand should pass the center of gravity of the helmet in the side view. The net must run parallel to the longitudinal centerline of the car, +/- 15-degrees, and be as close to the seat as possible. Teams should verify that the right side net will catch the shoulder and helmet as the driver’s head and torso rotate forward in the case of an accident. The net should cover the area from just below the driver’s sight line, down to approximately 8” below the shoulder. The net must be tensioned tightly and have a way to quickly disconnect it in case the driver needs to exit the right side of
the car in an emergency. Metal collars, or some other equivalent method, should be used to keep the strands of the net from moving from where they are positioned on the roll cage. One of the commonly recommended mounting methods is to wrap the net strands around the back of the seat and attach them to the main hoop upright. However, teams should consult the net manufacturer to verify their recommended method of mounting.

APPENDIX I: SAFETY FUEL CELL SPECIFICATIONS

Safety fuel cells shall consist of a fuel bladder enclosed in a container as follows:

I.1: FUEL BLADDER

Only those bladders meeting and certified under FIA spec FT-3, or higher, shall be allowed to be used in SCCA Pro Racing competition. SCCA Pro Racing reserves the right to disallow the use of a fuel cell model, or fuel cells produced by a manufacturer, if reason is found.

I.2: CONTAINER

I.2.1: PRODUCTION BASED CARS

The bladder shall be installed in a container of 20-gauge steel or .059 inch aluminum fully surrounding the bladder.

I.2.3: FUEL CELL MOUNTING HEIGHT

Fuel cells shall not be installed any closer to the ground than six-inches (6”) unless enclosed within the bodywork.

I.3: Foam internal baffling is required where safety fuel cells are required in SCCA Pro Racing competition. This foam material shall fill all internal space within the fuel cell while not impeding the function of other fuel system components. In a series that allows the use of a stock fuel tank, foam may be inserted into the stock fuel tank.

I.4: A positive locking fuel filler cap (no Monza-style, flip-type)
must be used, and fuel pick-up openings and lines, breather vents, and fuel filler lines shall be designed and installed so that if the car is partially or totally inverted, fuel shall not escape. The cap, filler neck, vents, and all fittings shall be isolated so in case of spillage, leakage, or failure, fuel will not reach the driver. If the fuel filler cap is located directly on the fuel bladder, a check valve shall not be required, provided the filler cap is a positive locking, non-vented type. Fuel cell breathers must vent outside the car.

If the fuel filler cap is not located directly on the fuel bladder, it shall be a non-vented cap, shall not protrude beyond the surface of the bodywork, shall not incorporate an unchecked breather opening and there shall be a high quality, flexible, hose that is resistant to automotive fluids that shall link the two metal sections of the filler neck together. This is to allow for misalignment, without breaking the filler tube, which may be caused by accident damage. The minimum distance between the ends of the two pipe sections shall be ten-inches (10”). The hose connecting the two pipe sections shall overlap each pipe section by at least one-inch (1”) longer on each end where it connects to the two pipe sections. If the fuel filler cap is not located directly on the fuel bladder, a check valve must be incorporated in the fuel bladder to prevent fuel escaping if the cap and filler neck are torn from the bladder. A filler neck connecting the filler cap and the fuel bladder need not be bulk headed.

I.5: SCCA Pro may at its discretion approve safety fuel cells of other types, and with basic specifications, that differ from the bladder and container specifications above.

I.6: All fuel cell bladders shall be replaced, or recertified, every five (5) years from the date of manufacture. Proof of the date that the bladder was manufactured is marked on the outside of the bladder. Teams shall be prepared to expose the bladder for inspection.

APPENDIX J: ROLL CAGES

Roll cages are required in all cars registered with the SCCA Pro Racing. These specifications apply to all vehicles unless specified differently in series specific rules.

ROLL CAGE DEFINITION (PRODUCTION BASED CARS)
The roll cage will consist of the main hoop with both a diagonal and a horizontal brace, two (2) rear down tubes,
two (2) front down tubes, a high front lateral tube connecting the front down tubes, two (2) high fore-aft tubes from the main hoop connecting, or contiguous with, the front down tubes, one (1) tube between each front down tube and the front wheel well, three (3) side door bars (per front door), and one (1) dashboard tube between the front down tubes above knee level.

**J.1: BASIC DESIGN CONSIDERATIONS**

**J.1.1:** The basic purpose of the roll cage is to protect the driver. It must be designed to withstand compression forces from the weight of the car coming down on the roll cage structure, and to take fore/aft, and lateral, loads resulting from the car skidding along on its roll cage structure.

**J.1.2:** A system of head restraint to prevent whiplash and prevent the driver’s head from striking the underside of the main hoop is required. The head restraint must be padded with a non-resilient material and must be capable of withstanding a force of 200 lbs. in a rearward direction.

**J.1.3:** All portions of the roll cage, subject to contact by the driver must be padded with approximately one-inch (1”), minimum, non-resilient material that meets, or exceeds, SFI 45.1 (curved padding), SFI 45.2 (flat padding) specifications, or FIA approved padding listed on technical list No 23.

**J.1.4:** No portion of the roll cage shall have an aerodynamic effect (open cars).

**J.1.5:** Roll cage and chassis design must prevent intrusion into the driver compartment.

**J.1.7: ROLL CAGE ATTACHING POINTS**

**J.1.7.1: CLOSED CARS** - The roll cage shall attach to the vehicle structure within the cockpit/trunk area in eight (8) points. In addition to the eight (8) attachment points, the A-pillar, B-pillar, and roof structure, may be tacked, seam, or stitch welded to the roll cage. Material may be added to bridge any gaps between the chassis and cage at these points.

**J.1.7.3: MOUNTING PLATES** - All cage mounting plates shall be welded to the chassis. Bolt-in cage kits are not permitted unless installed in a car with a chassis of dissimilar material construction.

**J.1.7.3.1:** Mounting plates welded to the structure of the car shall not be less than .080 inches thick. The maximum area of each mounting plate shall be 144 square inches. Plates may be multidimensional.

**J.1.7.3.2:** The thickness of mounting plates bolted, or riveted, to the structure of the car shall not be less than the thickness of the roll hoop, or brace, that they attach to the chassis, and must be backed up
with a plate of equal size and thickness on the opposite side of the chassis panel. The maximum area of each mounting plate shall be 144 square inches. Plates may be multi-dimensional.

**J.1.7.3.3:** For cars with a chassis made of aluminum, or non-metallic composites, the mounting plates must be through-bolted to the chassis with bushings running through the chassis to keep the bolts from crushing the chassis members. The steel roll cage shall then be welded to the bolted mounting plates. Whenever possible, part of the mounting plate should be in compression and/or tension in lieu of only being in shear. An upside down, or sideways, “U- shaped” mounting bracket should be used when possible. All bolts used to secure the mounting plates shall be grade-5 bolts of at least 5/8” in diameter. Each mounting plate shall sandwich the chassis, either by design of plate, or with a backing plate. Each mounting plate shall have at least two bolts securing it to the chassis. The designs of the mounting plates are subject to the approval of the TECHNICAL MANAGER. Any bolt-in installation must be as strong, or stronger, than a welded steel installation.

**J.1.8:** Whenever a tube passes through a chassis panel (e.g. firewall, transmission tunnel), the chassis may be welded to the perimeter of the tube to prevent the passage of debris. However, the chassis may not be reinforced in that area.

**J.2: MATERIAL**

**J.2.1:** Production based cars - Seamless, or DOM, mild steel tubing (SAE 1020, or 1025, etc.), must be used for all roll cage structures. ERW Tubing is not allowed.

**J.2.2:** Formula cars and sports racers - Seamless, or DOM, mild steel tubing (SAE 1020, or 1025, recommended), or alloy steel tubing (SAE 4130) must be used for all roll cage structures. Proof of use of alloy steel is the responsibility of the entrant and/or the car builder. Alloy and mild steel tubing may not be mixed. ERW Tubing is not allowed.

**J.2.3:** An inspection hole, between 3/16” and 1/4” diameters, may be required in a non-critical area of all required tubes to facilitate verification of wall thickness.

**J.2.4:** Teams wishing to use alloy steel material for the cage construction may submit a request for approval to do so along with a copy of their welding procedure, welding qualifications, and proof of use of the equipment necessary to work properly with alloy steel. Teams wanting to have an alloy cage installed by one of the facilities already approved should contact SCCA Pro Racing.

**J.3: GENERAL CONSTRUCTION**

**J.3.1:** The radius of all bends in the roll cage (measured at
centerline of tubing) shall not be less than three (3) times the diameter of the tubing.

J.3.2: All joints of the roll cage shall be welded the full 360- degrees around the tube. This applies to both the required and any optional tubing elements. All welding must be of the highest possible quality; full penetration, no cold lap, no surface porosity, no crater porosity, no cracks, no whiskers, etc. It is recommended that gussets be used at all joints.

J.3.3: It is recommended that a certified AWS D1.1 welder do all welding.

J.4: ROLL CAGE STRUCTURE MINIMUM TUBING SIZES

<table>
<thead>
<tr>
<th>Vehicle Weight</th>
<th>Mild Steel</th>
<th>4130 or T45</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 1500 lbs.</td>
<td>1.375 x .095</td>
<td>1.375 x .080</td>
</tr>
<tr>
<td>1501 lbs to 2499 lbs</td>
<td>1.500 x .095</td>
<td></td>
</tr>
<tr>
<td>2500 lbs and up</td>
<td>1.750 x .095</td>
<td></td>
</tr>
</tbody>
</table>

J.4.1: For purposes of determining tubing sizes, the vehicle weight is considered to be the weight of the vehicle minus fuel, ballast, and driver weight.

J.4.2: If the tubing diameter used is at least .250” above the minimum diameter required, based on vehicle weight, the minimum wall thickness may be .080”.

J.4.3: The required tubing elements must meet the material minimums set forth above. Optional tubing elements may be any size.

J.4.4: The minus variance of tubing wall thickness due to manufacturing tolerances is limited to .010”.

J.5: MAIN HOOP

J.5.1: Main hoop (behind the driver) must be the full width of the cockpit for all cars. It shall be one continuous, length of tubing with smooth continuous bends and no evidence of crimping or wall failure. The main hoop shall maintain a single plane.

J.5.2: On all closed cars the main hoop must be as near the roof as possible.

J.7: FRONT HOOP - CLOSED CARS

Closed cars (coupes, sedans, etc.): The front hoop must follow the line of the A-pillars to the top of the windshield, and be connected, by horizontal bars, to the top of the main hoop on each side (as close to the roof as possible). Alternatively, two side hoops following the line of the A-pillars to the top of the main hoop may be used. These two (2) side hoops are to be connected, by a horizontal bar, over the top of the windshield. Regardless of which one of the two approved tubing configurations listed above is used, there shall be a
tube meeting the Appendix J.4 minimum tubing requirements connecting the two A-pillar tubes at the top of the windshield.

**J.8: BRACING**

**J.8.1:** All required bracing must be of the same diameter and wall thickness as listed in the chart (Appendix J.4).

**J.8.2:** All full cockpit-width main hoops must incorporate either a single-diagonal brace, or a double-diagonal “X” brace in the plane of the main hoop to prevent lateral distortion of the main hoop.

**J.8.3:** Additionally, all production based open cars and all closed cars must also incorporate a main hoop horizontal brace at the approximate level of the driver’s shoulders, and a horizontal front hoop brace at the approximate level of the dashboard. The horizontal braces shall extend from the left side vertical legs to the right side vertical legs of the front and main hoops, with the main hoop horizontal brace intersecting the required main hoop diagonal brace. If a double-diagonal “X” brace is used in the plane of the main hoop, a half-width horizontal brace may be used behind the driver’s seat to mount the seat back and shoulder harness to.

**J.8.3.1: MAIN HOOP BRACING**

**J.8.3.1.1:** Closed cars with full cockpit-width main hoops must have two (2) braces extending to the rear, and attaching to the frame, or chassis. Braces must be attached as near as possible to the top of the main hoop (not more than 6” below the top), and at an included angle of at least 30-degrees. Main hoop rear bracing shall not extend rearward past the shock towers.

**J.8.3.2: FRONT HOOP BRACING**

**J.8.3.2.1:** One (1) tube may extend, from each front down tube, forward through the firewall. This tube, one on each side, may connect to the chassis at a point not more than twelve-inches (12”) forward of the front axle centerline. One (1) lateral tube may be used to connect these tubes.

**J.8.3.2.2:** Two (2) additional tubes, one per side, may extend forward through the firewall from the front down tubes, or from the knee-level lateral tube, and connect at a point on the chassis, or cage, at or behind the front strut towers.

**J.8.3.2.3:** If the pedal box is not mounted rearward of any angle of the floorpan/firewall, there shall be one (1) brace extending from each of the front down tubes to protect the driver’s legs. They must be integrated into the frame, or chassis, to provide substantial support for the front hoop. If these tubes are used, they will be considered the seventh (7th) and eighth (8th) points.

**J.9: SIDE PROTECTION**

All cars shall have driver’s side door bars that consist of a minimum
of three bars 1.500” x 0.83” running fore/aft between the main roll hoop and the front cage down tube, and extending out to the outer door skin. A minimum of three vertical tubes will connect the three fore/aft tubes. Additionally, there may be two tubes in the shape of an “X”, or parallel to each other, running straight fore/aft between the main roll hoop and the front cage down tube. It is recommended that the lower outer tube be tied into the chassis along the rocker box to further improve anti-intrusion protection. World Challenge GTS and TC cars may choose to only install two door bars without the X brace; however it is recommended to install both of them.

Due to the amount of engineering required, including the possible need for crash tests, to properly design an add-on crushable box and its mountings, only manufacturers may submit a crushable box to be approved in lieu of the outer door bars.

Additional attachment points, above the eight (8) specified, may be added to the driver’s side to strengthen door bars, attach a crushable composite structure, or otherwise improve the driver’s side impact protection.

There shall be a minimum of two door bars across the opening of the front passenger door. On 4-door cars, if the driver’s seat is located rearward of the B-pillar, teams should consider installing door bars across the rear driver’s side door opening if there is a chance that a car could penetrate far enough into the cabin to reach the driver. The TECHNICAL MANAGER reserves the right to require rear door bars on a vehicle’s VTS sheet if needed.

**J.10: ROLL CAGE SUPPLEMENTAL BRACING**

Within the restrictions of the above sections of Appendix J, any number of additional tube elements is permitted within the boundaries of the minimum cage structure required. If additional tubes, or gussets, are used behind the windshield opening to reinforce the connection points of the front down tubes to the lateral tubes above and below the windshield, the ends of the additional tubes, or gussets, shall not be positioned more than 200mm (7.87”) from the corners of the windshield. Any optional tubes used do not need to meet the normal minimum material requirements.

**J.11: FIA HOMOLOGATED ROLLCAGES**

SCCA Pro Racing may accept FIA roll cages installed by approved original equipment manufacturers in a chassis designated for motorsports use, and homologated to FIA specifications. Each team shall have documentation that their FIA roll cage(s) have been homologated with the FIA, and their vehicle chassis shall have an FIA identification tag on it. Cars permitted to use an FIA cage will have such permission listed on the VTS sheet.
J.12: TOURING CAR B and TOURING CAR A ROLL CAGE CONSTRUCTION
FROM 2012 SCCA CLUB RACING GCR ARTICLE 9.4: ROLL CAGES FOR GT AND PRODUCTION BASED CARS ROLL CAGES FOR GT AND PRODUCTION BASED CARS

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

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

B. MAIN HOOP
1) The main hoop (behind the driver) must be the full width of the cockpit for all cars. It must be one continuous length of tubing with smooth bends and no evidence of crimping or wall failure. The main hoop must maintain a single plane.
   a. On all closed cars, the main hoop must be as close as possible to the roof and “B” pillars.
   2) Main Hoop Bracing
      a. Main hoops shall incorporate a diagonal brace. The brace shall either be in the plane of the main hoop, or extend from the top of one rear brace (described in 9.4.B.2.c) to the bottom of the opposite rear brace. In the case of braces in the plane of the main hoop, the brace must span at least 50% of the width of the main hoop, and at least 75% of the height of the main hoop as shown in figure 12
b. Cars must incorporate a main hoop horizontal brace at the approximate level of the driver’s shoulders but not lower than the shoulder belt mounting point as described in section 9.3.19.C. If a double-diagonal “X” brace is used in the plane of the main hoop, a half-width horizontal brace may be used behind the driver’s seat to mount the seat back and shoulder harness as shown in figure 13.
c. Cars must have 2 braces extending to the rear from the main hoop and attaching to the frame or chassis. Braces must be attached as near as possible to the top of the main hoop (not more than 6 inches below the top), and at an included angle of at least 30 degrees.

d. On cars where the rear window/bulkhead prohibits the installation of rear braces (e.g. Honda del Sol), the main hoop shall be attached to the body by plates welded to the cage and bolted to the stock shoulder harness mounting points. This installation design must incorporate a diagonal bar connecting the top of the main hoop to the lower front passenger side mounting point (Petty Bar). Alternatively, the rear window may be removed and a clear, lexan replacement installed. The rear cage braces may pass through this replacement window and through the engine cover or bodywork to allow connection to the frame or unibody. Such allowances shall be noted on the car’s specification line.

C. FRONT HOOP

a. Closed cars

The front hoop (side hoop) must follow the line of the A-pillars to the top of the windshield and be connected by horizontal bars to the top of the main hoop on each side (as close to the roof as possible). Instead of a single front hoop, two side hoops (down tubes) may be used. Alternatively, a top “halo” hoop following the roof line from the main hoop to the windshield with forward down tubes following the A-pillars to the floor may be used. Regardless of which one of the two approved tubing configurations there shall be a tube connecting the two A-pillar tubes at the top of the windshield.

b. Front Hoop Bracing

All open cars with a high front hoop and all closed cars except those competing in the Improved Touring, Showroom Stock, and Spec Miata classes must incorporate a horizontal front hoop brace at the approximate level of the dashboard. It is recommended that cars competing in Improved Touring, Showroom Stock, and Spec Miata classes also have the front hoop brace.

One tube must extend, from each front down tube, forward to the fire-wall or through the firewall except in vehicles in Improved Touring, Showroom Stock, Spec Miata, and Touring. This tube, one on each side, must connect to the chassis at a point not more than 12 inches forward of the front axle centerline.

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

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D. SIDE PROTECTION

Two side tubes connecting the front and main hoops across both door openings are mandatory. Tubes that are welded to any part of the same mounting plate are considered to be **connected** to one another (see 9.4.E.3 below). NASCAR-style side protection or one bar bisecting another to form an “X” is permitted. Door side tubes may extend into the front door. In Improved Touring, Showroom Stock, Spec Miata, and Touring the door window glass, window operating mechanism, inner door trim panel, armrest, map pockets, wiring harnesses for door locks, windows, power mirrors, seat wiring, etc., and inside door latch/lock operating mechanism may be removed and the inner door structural panel may be modified, but not removed only if the door bars extend into the door cavity.

The stock outside door latch/lock operating mechanism shall not be removed or modified unless specifically authorized in the category rules. All categories except Production and GT shall not remove or modify stock side impact beams unless specifically authorized.

E. ROLL CAGE ATTACHING POINTS

1) Improved Touring, Showroom Stock, Spec Miata, B- Spec AND Touring classes—The roll cage must attach to the vehicle structure (floor pan/ rocker boxes/ sills) within the passenger compartment in a minimum of 6 points and a maximum of 8 points as specified in these rules. Roll cage may not pass through any structural member, except Miata rear main hoop braces may pass through the package tray.

2) Mounting Plates

a. Mounting plates welded to the structure of the car shall not be less than .080 inches thick nor more than 0.25 inches thick. The maximum area of each mounting plate in the Improved Touring, Showroom Stock, Spec Miata, and Touring classes shall be 144 square inches. Plates may be on multiple planes but shall not be greater than 15 inches on any side.

b. The thickness of mounting plates bolted or riveted to the structure of the car must not be less than the thickness of the roll hoop or brace that they attach to the chassis, and must be backed up with a plate of equal size and thickness on the opposite side of the chassis panel. The maximum area of each mounting plate must be 144 square inches.

Plates may be on multiple planes but shall not be greater than 15 inches on any side. Grade 5 or better with a minimum diameter of 5/16”.

F. TUBING

1) Seamless or DOM mild steel tubing (SAE 1020 or 1025
recommended) or alloy steel tubing (SAE 4130) must be used for all roll cage structures. Alloy and mild steel tubing may not be mixed. ERW tubing is not allowed.

2) The following table shows the minimum allowed tubing outer diameter and wall thickness by vehicle weight:

3) GCR Vehicle Weight Tubing Size (inches)
4) (outer diameter x wall thickness)
5) Up to 1700 lbs 1.375 x .080
6) 1701 - 2699 lbs 1.500 x .095 1.625 x .080
7) 2700 lbs and up 1.50 x .120 1.750 x .095 2.00 x .080
8) The required tubing elements must meet the material minimums set forth above. Optional tubing elements may be any size.
9) The minus variance of tubing wall thickness due to manufacturing tolerances is limited to .010 inch.
10) Either an inspection hole between 3/16 and 1/4 inch diameter must be drilled in a non-critical area of the front and rear hoops, as well as one of the supplemental braces to facilitate verification of wall thickness; or alternatively, wall thickness may be determined by non-invasive means and noted in the log book as inspected by such means.

G. BASIC DESIGN CONSIDERATIONS

1) All portions of the roll cage subject to contact by the driver must be padded with a minimum 1 inch of material. Padding that meets or exceeds SFI 45.1 or FIA 8857-2001 (curved padding), or SFI 45.2 or FIA sports car head rest material (flat padding) specification is recommended.
2) No portion of the roll cage may have an aerodynamic effect by creating a vertical force.
3) The radius of all bends in the roll cage (measured at centerline of tubing) must not be less than 3 times the diameter of the tubing.
4) It is recommended that all joints of the roll cage be welded. All welding must include full penetration, no cold lap, no surface porosity, no crater porosity, no cracks, no whiskers, and so forth. Welds shall be continuous around the entire tubular structure. Procedures for welding alloy steel shall be in accordance with accepted industry practice. It is recommended that a certified AWS D1.1 welder do all welding.
5) It is recommended that gussets be used at all joints. In Improved Touring, Showroom Stock, and Spec Miata a maximum of 2 gussets per joint are allowed and must be no thicker than .125”.
6) Any number of additional tube elements is permitted within the boundaries of the cage structure. Such tube elements may pass through any mandatory or optional bulkhead or panel separating the driver/passenger compartment from the trunk/ cargo area/fuel
tank/fuel cell area provided the bulkhead is sealed around such tube elements.

7) Removable roll cage bracing is acceptable in one of the following configurations:

a. If one tube fits inside another tube to facilitate removal, the removable portion must fit tightly and must bottom by design, and at least 2 bolts must be used to secure each joint. The telescoping section must be at least 8 inches long. The minimum bolt diameter is 3/8 inch.

b. Removable bracing may incorporate connectors of the double-lug, double ear-type, tapered, or muff-type as shown in figures 14 and 15. The double-lug type must include a doubler, gusset, or capping arrangement to avoid distortion or excessive strain caused by welding. Double ear-type joints must be fully welded at all the mating surfaces.

FIGURE 14

![Diagram of double-lug joint](image1)

FIGURE 15

![Diagram of double ear-type joint](image2)
8) MANUFACTURER SUPPLIED / FIA HOMOLOGATED ROLL CAGES:
Cars may compete with FIA or FIA-Approved Test Houses homologated cages provided the cage was built by the manufacturer or a manufacturer designated shop/team and approved for use. Cars must have the FIA identification plate attached to the cage along with a letter from SCCA Technical Services certifying the origins of the car, or confirmation that the cage was certified by an FIA- Approved Test House.

APPENDIX K: SEAT AND HEADRESTS
The driver’s seat must be replaced by a FIA 8855/1999 or a SFI 39.1/39.2 certified racing-type seat and mount. The seat may be a high-back, bucket-type racing seat that incorporates an integral headrest, or a low-back seat with shoulder support and a separate headrest capable of withstanding 200 lbs. of rearward force. Seat and seat padding must be made from, or covered with, a fire-resistant material. The bottom of the driver’s seat must be rigidly mounted to the structure of the car. The seat back/shoulder support/headrest must be rigidly mounted to the roll cage, so as to provide aft and lateral support. A poured/molded formula-type seat may be used to better fit the driver into the cockpit. If a formula-style seat is used a metal back support shall be used to support the foam back piece. Seat backs may be mounted to the roll cage by using an industrial adhesive to bond a metal, force distributing, plate onto the back of the seat and then attach the metal plate to a support that attaches to the roll cage.

All cars shall have leg support pieces running longitudinally along each side of the drivers legs between the seat and foot pedals to provide lateral support, thereby limiting side-to-side movement of the legs, in case of a side impact accident. The support pieces must be flush with the thigh supports on the seat and run forward in a straight line as far as possible without interfering with the driver’s operation of the control pedals. The leg supports must be solidly mounted, especially at the point where the leg support meets the seat, so that lateral bending of the leg cannot occur.

APPENDIX L: DRIVER SAFETY EQUIPMENT
The following is required during all on-track sessions:
L.1: A full-faced safety helmet certified to one of the following standards:
- Snell Memorial Foundation

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SA2005, SAH2010, SA2010
SFI Foundation - Spec 31.1
FIA Standard 8860-2004 or Later

Note: Accident-damaged helmets shall be given, or sent, by the driver, or his representative, to SCCA Pro Racing, LLC, P.O. Box 19400, Topeka, KS 66619-0400. It will be forwarded to the certifying organization. Details of the accident should be included.

L.2: Drivers with facial hair must use a full-face helmet and shield, and a fire-resistant balaclava, or helmet skirt. Hair protruding from beneath a driver’s helmet must be completely covered by protective, fire-resistant clothing.

L.3: Only one-piece driving suits made of fire-resistant material and certified to SFI spec 3.2A/5, or greater, or FIA spec 8856-2000, which effectively covers the body, including neck, ankles and wrists, will be accepted. Only multi-layer driving suits will be permitted. Single-layer suits are prohibited.

L.4: Fire-resistant underwear is required with all FIA spec 8856-2000 suits, and all suits with an SFI rating of less than 3.2A/10. Only fire-resistant underwear consisting of long sleeve top and long pants is allowed.

L.5: Socks must be made of fire-resistant material, and shoes and gloves must be made of leather, or any approved fire-resistant material containing no holes, except those made by the manufacturer of the equipment.

L.6: Any corrective eye glass material used shall be of safety glass-type, and meet U. S. Government standards.

L.7: A head and neck restraint system certified to SFI spec 38.1. Webbing based systems and the webbing components of all systems shall be replaced every three years or sooner if specified by the manufacturer. Webbing based devices should be replaced if the webbing shows any signs of cuts, abrasions, or excessive fading. It is currently recommended that SFI 38.1 HNR devices be inspected and recertified by the manufacturer every five (5) years as per the SFI requirement. Please note that the SFI requirement does not apply to FIA 8858 HNR devices.

L.8: Drivers of open cockpit cars (Formula, open roadsters, Sports Racer) must use arm restraints.

L.9: Once the driver’s equipment has been checked out and he has been checked for proper fitment in the cockpit of his primary car, an annual sticker will be placed on the left side of the driver’s helmet.

APPENDIX M: FUEL SAMPLE PORT

Each car shall have enough fuel in the tank/cell at the end of the
race to be able to supply at least 8oz. for a fuel test. Teams shall have an external pump available to pump fuel for test in case the in-car fuel pump fails. Teams that are unable to provide a sample may be penalized.

When providing a fuel sample, a team member must be standing by with a fire extinguisher.

Each car shall have an FIA approved dry-break coupling installed to act as a fuel sample port. FIA technical list No 5 lists the approved dry break couplings and the point within the fuel system that the coupling needs to be installed. The dry break coupling must be installed between the fuel filter and the carburetor or fuel injectors, and positioned at such a place that allows a fuel sample to be taken without jacking up the car or removing any parts. The team shall be responsible for providing any additional lines or connections for taking a fuel sample.

APPENDIX N: START PROCEDURES

N.1: RESPONSIBILITY
The STARTER shall operate directly under, shall carry out the orders of, and shall be responsible solely to the CHIEF STEWARD.

N.2: FUNCTION
The STARTER shall control the competing drivers by conveying to them the orders of the CHIEF STEWARD during on-track sessions from the time the automobiles enter the track, or their starting positions ready to start, until the competitions are concluded, and all competing automobiles have left the course.

N.3: LOCATION
The STARTER shall be stationed in such a manner that he is at all times in a location of maximum visibility to the competing drivers. He must also have immediate communication with the CHIEF STEWARD at all times.

N.4: EQUIPMENT
The STARTER shall be equipped with a complete set of signal flags and sign boards as required by SCCA Pro Racing.

N.5: PROCEDURE
N.5.1: The STARTER shall conduct the start of the competition in accordance with the general definitions of the PRR.
N.5.2: The start shall not take place until the CHIEF STEWARD has so ordered.
N.5.3: At no time shall the STARTER take his attention from the starting field until after the start has been given.

N.6: ROLLING START PROCEDURE
N.6.1: The following rolling start technique shall be known as the
SCCA Pro Racing Standard Start, and shall be utilized at all SCCA Pro Racing races, unless an alternate procedure has been approved, and so stated, in the series specific regulations, or Supplementary Regulations for the event.

**N.6.1.1:** On instruction of the CHIEF STEWARD, a signal, plainly audible, and/or visible, to the full grid, shall be given at five minutes, and at one minute, prior to the scheduled starting time of each race. This will alert drivers to man their cars, and crews to complete last-minute preparations.

**N.6.1.2:** At the one-minute signal, the STARTER or GRID MARSHAL shall take a position in front of the grid, visible to all competing drivers, and shall give the signal to start engines for a sufficient length of time for all drivers to observe. At specific events, with prior notice from the CHIEF STEWARD, local regulations, or promotional considerations, may prohibit starting of engines prior to the formal start engines signal.

**N.6.1.3:** The STARTER, or GRID MARSHAL, after observing that all unnecessary personnel have left the grid and that all drivers are in their cars, and apparently ready, shall next raise his free arm as a signal for drivers to raise one of their arms indicating that their cars are running and that they are prepared to start the pace lap.

**N.6.1.4:** The STARTER, or GRID MARSHAL, shall next signal all drivers to lower their arms by lowering his free arm in a definite movement.

**N.6.1.5:** The STARTER, or GRID MARSHAL, shall, as soon as possible, signal the drivers to begin the pace lap, which may, or may not, be led by a pace car, by moving his arms in parallel arcs from front to back.

The pace lap is to be run at considerably less than racing speed. In the case where a pace car is employed, the STARTER, GRID MARSHAL, or CHIEF STEWARD, shall first signal it to begin moving prior to releasing the field. The pace car shall set the pace, including the speed at the moment of starting where possible, by proceeding parallel to the field and to one side, either on the course or in the pit lane, approaching the STARTER, and at a constant slow speed, the front row drivers shall maintain the speed of the pace car until the green flag is displayed. If a pace car is not utilized, or if an extra pace lap is required, the “pole” car will serve the same function as a pace car from his position in the front row.

**N.6.1.6:** During the pace lap, the STARTER shall position himself at a safe location where he can clearly view the approaching field, and where the majority of the drivers in the field, especially the leaders, can see him. He shall remain motionless, with the green flag hidden, and no other flags visible.
N.6.1.7: Upon determining that the approaching field is at a constant slow speed, well bunched and in-line, and close enough to him that the majority of drivers can see his flag, he will suddenly and continuously wave the green flag until all cars have passed the start line. Cars shall not improve their position prior to the green flag being displayed (pulling out of line is improving position).

N.6.1.8: Should the STARTER determine that the field is not in good order, he shall abort the start by making no flag movements whatsoever, at the same time vigorously shaking his head from side to side to signal all drivers that there has not been a start. Drivers will continue on another pace lap in their original starting positions. All flag stations shall display stationary double yellow flags during all such pace laps. These additional pace laps WILL count towards race distance or time UNLESS the Series regulations provide otherwise. Should a driver or drivers improve, or move out of position, before the start signal is given, the STARTER may either signal a no-start to all drivers or start the race and immediately inform the CHIEF STEWARD which drivers/cars were guilty of false starting. The CHIEF STEWARD will then attempt to inform the crews of the offending drivers, advising them what penalty he has assessed. The CHIEF STEWARD will then assess the penalty.

N.6.2: It is to be emphasized that the SCCA Pro Standard Start is a rolling start, not a “flying” start. While the pace lap may proceed at a brisk pace, the field should be slowed at a sufficient distance before the start line to allow orderly grouping of the field. The actual speed immediately prior to the start is somewhat dictated by the types of cars, size of the field, and course layout. Only one Official should be designated to brief the front row drivers before each race, preferably the CHIEF STEWARD.

N.7: STANDING START PROCEDURE

N.7.1: The following starting technique shall be known as the SCCA Pro Standing Start and shall be utilized when standing grid starts are provided for. Note that alternate procedures may apply to certain series in which case the CHIEF STEWARD, or SERIES ADMINISTRATOR will distribute written copies of an alternate procedure, and the alternate procedure will become part of the PRR.

N.7.2: All cars must be moved from the paddock to the starting grid. A “Five Minute”, a “Three Minute”, and a “One Minute” signal will be given prior to the start of the formation lap. In most instances the engines are to remain off until a formal start engines signal is given. This should be done immediately before, or after, the “One Minute” signal.

N.7.3: The field will take one formation lap, each car returning to its
exact specified starting box position with the engine running, and ready to start. When the STARTER has verified that all cars are in their proper grid position and ready to start, a five (5) second board will be displayed and within five seconds the red light will go on, warning the drivers that the start signal is imminent. Two to six seconds after the red light goes on, the STARTER will switch the red light off, and the race will start.

**N.7.3.1: Delayed Start**

If it is determined during the formation lap, or the approach to the grid, before the RED lights have been switched ON, that there is a reason for delaying the start, the Starter shall signify this by displaying the DELAYED START board and two yellow flags. All drivers shall acknowledge the delayed start by raising their right hands to signal the drivers in the cars behind. Any car deemed responsible for the delayed start may be assessed a penalty. Under no circumstances will any start be delayed once the RED lights have been switched on.

For a brief delay, the cars shall remain in place on the grid with engines running. When the start delay is resolved the DELAYED START board will be withdrawn and a THIRTY SECOND sign will be displayed, followed by the standard start sequence listed in N.7.3, starting with the FIVE SECONDS sign.

For a longer delay, the Starter shall display the ENGINES OFF board. Drivers shall remain in their cars and no work shall be performed. When the start delay is resolved, the start procedure shall commence with the display of the ONE-MINUTE board. This shall be the signal for all cars to start engines. When engines are running, the field will be dispatched in single file grid order behind the pace car. A single-file start shall take place per the procedures in 0.9.4. Cars unable to begin the pace lap in grid order shall join at the back of the field, or be removed to the pits.

If time permits once the engines are restarted the field may be dispatched on a second Formation Lap. At the completion of the Formation Lap, with cars in place on the grid, the FIVE SECONDS board will be displayed and the start sequence will commence per 0.7.3. Race Control will announce over the radio whether the start will be single-file behind the pace car, or whether there will be a second formation lap.

In the event of a delayed start, the clock shall begin at the issuance of the DELAYED START signal. If time permits, the CHIEF STEWARD may reset the clock. If the race will run less than the published time, the time remaining in the competition shall be announced following the start.
N.7.3.2: Aborted Start

An aborted start is one which is called due to problems that may have occurred once the red lights have been switched on and which have resulted in cars leaving the grid. A second standing-start will not occur. Cars shall follow the safety car until it is deemed safe to restart the event, at which point, a single-file, rolling restart procedure will occur (see N.9).

N.8: FALSE START

N.8.1: A false start shall be when a driver under the STARTER’s orders moves forward from his prescribed position before the start. In the case of a rolling start, this movement shall refer to his position in relation to the moving field by moving out of line, or passing, prior to the waving of the green flag.

N.8.2: Should the CHIEF STEWARD determine that a false start has occurred, and the race has started, the driver, or drivers, may be black flagged and held in the pits, or at pit out, for a period of up to one minute. The CHIEF STEWARD may levy other penalties at his discretion. The CHIEF STEWARD may appoint Start Judges.

N.9: RESTARTS

N.9.1: If it should become necessary to stop a race, the CHIEF STEWARD may order a complete restart according to the original starting positions; he may restart the cars in single file in the overall order in which the automobiles completed their last completely scored lap; or he may restart as otherwise provided in the Supplementary Regulations. Restarts may be accomplished by using a scoring tape, or a lap chart, whichever best fits the conditions at hand, to be determined by the CHIEF STEWARD in consultation with the Chief of Timing and Scoring.

N.9.2: A race that is stopped at fifty percent (50%), or more, of its scheduled distance/time and is not restarted shall be scored as of the last completely scored lap.

N.9.3: Unless the Supplementary Regulations for an event specify otherwise, any method of restarting car engines is permitted, after a race is stopped and before it is restarted.

N.9.4: Unless modified by the individual series rules, all restarts are single-file, with no car moving out of line until the green flag is displayed. The lead car shall maintain a reasonable speed after the safety car enters the pit lane. The lead car shall not make any sudden accelerations, or decelerations, until the green flag is displayed. Racing shall resume throughout the entire field when the green flag is displayed.

N10: WAVE BY PROCEDURE

In mixed class racing, should the safety car in picking up the
overall leader split a slower class or classes from their leader(s), race control is authorized to instruct the cars in that class or classes behind the safety car to be waved by in running order and rejoin at the back of the field. Such cars shall proceed around the course at reasonable speed, slowing appropriately when passing through any incident or passing emergency personnel or equipment. A “WAVE BY” sign shall be displayed at Start/Finish to indicate this procedure is in process. This procedure applies only to cars that have been split from the rest of their field. Teams must listen carefully to the race control frequency and transmit information to their drivers.

Full course caution for incident. Safety car picks up leader/pits are closed/cars to be waved by announced on radio.

Safety car and the fastest class of cars slow and move right/cars waved by move left and proceed in single file running order to back of that field. Once wave by is in process pits are open.

Cars waved by proceed quickly to back of field, safely through incident. If you can’t keep up, move clearly off line and signal others by. Do not hold up the field. If you enter the pits when closed, no work will be performed until the pits reopen.

**N.11: NO STARTS**

Should the start be aborted by the STARTER (no start), all flag stations will immediately display double yellow flags which will be immediately removed when the STARTER signals a race start.

**APPENDIX O: VIP AND MEDIA RIDES**

The following are common sense guidelines designed to reduce the risk and facilitate the effective conduct of media and VIP ride activities conducted in conjunction with SCCA Pro Racing series. They are intended as basic guidelines only and are not intended to cover all circumstances nor guarantee the safety of the activities.

**O.1:** A specific period should be scheduled for the session. This should be a time when there are no other on-track activities and track safety personnel, security and ambulance(s) are still on duty.

**O2:** The session should use the standard pit lane and the designated event circuit.

**O.3:** A single person should be in charge of all on-track media/VIP ride activity and should brief drivers and crews on the process and programs being followed. When the program changes, all drivers and crews must be clearly informed. The person in charge should have contact with track safety personnel and, if possible, be in a position (race control) to observe as much of the circuit as possible. Designated staff members should be in contact from pit lane and should positively control the dispatch of any vehicles onto the circuit.
O.4: Only properly equipped vehicles may be used. A proper seat and racing safety harness must be provided for each passenger, along with a current racing helmet. Driving suits may be required in some circumstances. If manufacturer provided street vehicles are used, speeds must be commensurate with the vehicles’ capabilities and safety equipment. Race vehicle and street vehicles should not be on the circuit at the same time.

O.5: Passengers should be selected with concern for their ability to withstand high speeds and considerable lateral forces and decelerations. All passengers should sign a waiver specific to the media/VIP ride activity.

O.6: Passengers should be harnessed into the vehicles by crew members familiar with the vehicles.

O.7: Vehicles and drivers must maintain radio contact at all times on the circuit.

O.8: Each vehicle should be represented in the pits by a crew member or crew chief. If multiple cars are from the same team, one crew chief/member in contact is sufficient.

O.9: Only one program may be run at a time.

O.10: Vehicles should be dispatched in groups, fastest cars first. The vehicles shall keep the other vehicles in the group in sight. Should an incident or vehicle difficulty occur, other drivers should inform the pits via their radios.

O.11: If an incident should occur, all on-track activity must cease and all vehicles proceed to the pits at a reduced speed. Such circumstances should be treated as any other on-track incident with proper reporting and insurance cards.

APPENDIX Q: GLOSSARY

Q.1: **ASN** (National Sporting Authority) - A national governing body of automobile competitions recognized by the FIA.

Q.2: **ACCELERATION ZONE**: The area marked by four cones adjacent to the racing surface, two on each side of the course prior to the Start Stand.

Q.3: **ACCESSIBLE** - Capable of easily being reached.

Q.4: **ACCUS-FIA** (Automobile Competition Committee for the United States-FIA, Inc.) - The ASN of the United States of America.

Q.5: **ACTIVE SUSPENSION** - Any system that allows powered mechanical control of any part of the suspension, or of the trim height, when the car is moving.

Q.6: **ADHESIVE** - A chemical bonding agent designed to cause two, or more, components to adhere to each other without fusing them into a single component.
Q.7: AIRFOIL - Any device or part of a car, which has a principal effect of creating aerodynamic downforce.

Q.8: ALTERNATE TRANSMISSION - A transmission/transaxle using an alternate encasement, an alternate type of gear engagement, alternate number of gears, or an alternate shift pattern.

Q.9: ASSOCIATED PARTS - The parts, hardware, etc. needed to make a component, or system, work.

Q.10: AUTOMOBILE - A land vehicle running on at least four nonaligned complete wheels, of which at least two are used for steering and at least two for propulsion.

Q.11: BLOCKING - Drivers are permitted one (1) move to choose/protect his line. Any moves above the permitted one move will considered to be blocking and may result in penalties.

Q.12: BODYWORK - All entirely sprung parts of the car in contact with the external air stream, except the parts definitely associated with the mechanical functioning of the engine, transmission, and running gear.

Q.13: CAR - See “Automobile”. Used in PRR in reference to the automobiles approved for competition.

Q.14: CHASSIS - The structural part of the automobile that the body and mechanical systems are attached to.

Q.15: COCKPIT - Also referred to as driver/passenger compartment. Internal volume of the main structure of the car where driver and passengers are seated, and any cargo is carried. This area is defined by the roof, floor, doors, sides, windows, deck lid, and firewall. Cockpit dimensions shall meet OE specifications.

Q.16: COLD AIR INDUCTION - Takes cold air into engine without pressurizing the air.

Q.17: COMPETITION - A contest in which an automobile takes part, and which is of a competitive nature. or is given a competitive nature by publication of results.

Q.18: COMPETITIVE PARITY - Parity between cars over the course of a period of time based on the sum and result of its performance in a variety of areas. This is not the same as performance parity.

Q.19: DOOR - That part of the bodywork that opens to give access to cockpit. Does not include window, or rear hatch on hatchbacks/wagons.

Q.20: DOUBLE-FILE LINE - Two adjacent, single-file lines.

Q.21: DRIVER - A person named as the driver of an automobile in any competition.

Q.22: DUCT - A pipe, tube, or channel that conveys a substance.
Q.23: ELECTRONICALLY CONTROLLED - Any command system, or process, that utilizes semi-conductor or thermionic, technology.

Q.24: ELECTRONIC DRIVER AIDS - Any electronically controlled system by which a parameter, component, or series of components is adjusted independently of the driver, taking over partial, or full, control of a component, or series of components from the driver’s direct input, whether part-time or full-time, in order to increase efficiency, or to help minimize driver error (e.g. no-lift shifting, stability control, launch control, traction control).

Q.25: ENCLOSED - Surrounded by a material.

Q.26: ENTRANT - A person, or organization, whose entry is accepted for any competition.

Q.27: EVENT - Shall consist of official practice, qualifying and a race(s).

Q.28: FAIRING - A part, or structure, whose primary function is to produce a smooth outline to reduce drag and air resistance.

Q.29: FASTENER - Any mechanism which serves no other purpose than to cause a component to maintain a fixed position (e.g. bolt, nut, screw).

Q.30: FIA (Federation Internationale de l'Automobile) - The International Federation of National Automobile Clubs.

Q.31: FINISHER - See Article 1.9.4.

Q.32: FIREWALL - A metal bulkhead separating the cockpit from the engine compartment, preventing the passage of flame and debris.

Q.33: FLOORPAN - The material that makes up the bottom of the cockpit, from the firewall rearward.

Q.34: FOOTWELL - The areas of the floor pan where the occupants place their feet while seated. Does not include areas under OEM front seats.

Q.35: FORCE MAJEURE - An event or effect that cannot be reasonably anticipated or controlled; an Act of God.

Q.36: INDUCTION SYSTEM - Considered to include all parts which are attached to the intake side of the engine, beginning at the outer face of the throttle body.

Q.37: INTAKE - An opening through which fluid/air enters an enclosure.

Q.38: INTERNATIONAL SPORTING CODE - Texts of the various regulations as published by the FIA.

Q.39: LAP RECORD - The official lap record for each class, at each circuit, must be set during a race. In addition, records may be set during official qualifying sessions during SCCA Pro-sanctioned events, which records shall be known as “qualifying record”, and shall NOT be called “lap record”, or “track record.”

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Q.40: LUBRICANT - A substance which can be interposed between moving parts of machinery to make surfaces slippery, reduce friction, and prevent sticking between surfaces.

Q.41: MECHANICAL COMPONENTS - All those necessary for the propulsion, suspension, steering and braking, as well as all accessories, whether moving or not, which are necessary for their normal working.

Q.42: METALLIC - Any material having iridescent, and/or reflective properties. Made out of metal.

Q.43: ORIGINAL - Also referred to as OE, or STOCK, as fitted to the new car that is approved by the DOT, or equivalent, for sale and road use. By default, U.S. spec parts shall be used if car is sold in U.S.

Q.44: ORIGINAL PROFILE of BODYWORK - Also referred to as OE profile of bodywork. Shall include all lines, creases, openings for ducts/vents, etc.

Q.45: OUTLINE - A line that marks the outer-limits of an object or figure.

Q.46: PASS - The overtaking car is clear ahead of the overtaken car.

Q.47: PERFORMANCE PARITY - Parity based on performance characteristics such as cornering ability, top speed, braking ability, etc. This is not the same as competitive parity.

Q.48: PWC - Pirelli World Challenge

Q.49: RAM AIR - A ram-air intake is any intake design which uses the dynamic air pressure created by vehicle motion to increase the static air pressure inside of the intake manifold on an engine, thus allowing a greater mass flow through the engine and hence increasing engine power. An air tight system using piping/hose from a duct or other sealed inlet source located in a high pressure area of the vehicle is a ram air system.

Q.50: REAR SEAT PLATFORM - The raised area of the floor pan where the bottom cushion of rear seat is mounted.

Q.51: REPLICA - A reproduction made to closely resemble the original OE part or assembly. (e.g. A decal is not a replica of the OE headlight assembly).

Q.52: RESTRICTIVE - Serving to restrict and regulate.

Q.53: SANCTION - The documentary authority, granted by SCCA Pro, to organize and hold a competition.

Q.54: SEMI-AUTOMATIC GEARBOX - A transmission which, when the driver calls for a gear change, takes over the control of one, or more, of the engine, clutch, and gear selectors momentarily to enable the gear change to be accomplished.
Q.55: SEVERE BODY DAMAGE - When bodywork is damaged to the extent that one, or more, body panels require replacement, or significant repair.

Q.56: SINGLE-FILE LINE - A line of cars arranged one behind another. On the starting grid, a car will be considered to not be in a single-file line if one of its headlights can be seen while looking down the side of the car at the front of each row. On a restart, any car behind the lead car will be considered to not be in a single-file line if the restart judge can see the longitudinal vehicle centerline from approximately 50', or more.

Q.57: SPECIFICATION - Detailed dimension, measurement, etc.

Q.58: SPEED EVENT - An event characterized by one or more of the following conditions:
  Q.58.1: The relative maximum performances of vehicles are assessed by timing them over a given distance, or a given time duration.
  Q.58.2: The driver and vehicle are subjected to risks, which differ from or exceed those normally experienced during ordinary travel on public highways or at legal speeds.
  Q.58.3: Vehicles are driven at, or close to, their maximum speeds.

Q.59: SPRUNG SUSPENSION - The means whereby, all complete wheels are suspended from the body/chassis unit by a spring medium.

Q.60: SUPERCHARGING - Increasing the weight of the charge of the fuel/air mixture in the combustion chamber (over the weight induced by normal atmospheric pressure, ram effect and dynamic effects in the intake and/or exhaust system) by any means whatsoever. The injection of fuel under pressure is not considered to be supercharging.

Q.61: SUPERFICIAL ACCIDENT DAMAGE - Minor damage to paint and bodywork, not the chassis, drivetrain, or suspension.

Q.62: SUPPLEMENTARY REGULATIONS - Additional regulations for a specific event which supplement the PRR General Regulations.

Q.63: SURROUND - To enclose on all sides.

Q.64: SURVIVAL CELL - The area located inside of the roll cage structure located within the cockpit of the car.

Q.65: SUSPENSION STABILIZER
  Q.65.1: An auxiliary device (not normally a suspension component) which controls, stabilizes, or limits suspension movement. Typical devices are Watt’s linkage, trailing arm, panhard rod, radius arm, traction rod, torque arm, lateral link (as used on live axle rear suspension), etc.
  Q.65.2: A suspension stabilizer may be removed without affecting the static stability of the vehicle. Removal of a suspension component
does affect static stability of the vehicle, and its removal would cause the suspension to collapse.

Q.66: TELEMETRY - The transmission of data between a moving car and anyone connected with the entry of the car.

Q.67: TOOL - An implement for performing or facilitating mechanical operations. Cannot be a person.

Q.68: TRACK - The maximum distance that can be measured from a point on the passenger side complete wheel to a point on the driver’s side complete wheel.

Q.69: TURBOCHARGING - See “Supercharging”.

Q.70: VEHICLE - See “Automobile”. Used in PRR in reference to the automobiles approved for competition.

Q.71: VISIBILITY - Capability of being seen, perceptible to the eye, apparent, evident.

Q.72: WELDING - The process of fusing one or more components into a single unit (e.g. TIG, MIG, soldering, brazing).

Q.73: WHEEL - Center and rim. The addition of a tire constitutes a “Complete Wheel”.

Q.74: WHEEL RIM WIDTH - Shall be measured from bead seat to bead seat.

Q.75: Wheel wickers or peels – Any protrusion or aero device that attaches to the body and sticks out in front of the tire.
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