

# 2015 FORMULA LITES CHAMPIONSHIP SERIES



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

The PRR, complete with updates from current season Technical Bulletins, is available on the [SCCA Pro Racing website](http://www.scca.com).

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## REVISION HISTORY

Version	Date	Notes
01	04/28/2015	Initial Release Version 01
02	05/22/2015	Updated by FLT B1
03	06/04/2015	Updated by FLT B2
04	06/29/2015	Updated by FLT B3

## INTRODUCTION

The following General Regulations apply to the SCCA Pro Racing, Ltd. sanctioned Formula Lites Championship (FLC) and events. The PRR shall be applied in a reasonable and logical manner. It shall not be given strained, or tortured, interpretations. The PRR is a permissive document. Unless an item is specifically authorized by the PRR it shall be considered forbidden. References to PRR in this rule book include PRR versions as published on the SCCA Pro Racing Website and series websites, as well as "Technical Bulletins," "Participant Bulletins," "Pro Racing Memos," "Crew Chief Technical Notes," "CHIEF STEWARD Briefing Notes," and "Supplementary Regulations" and other materials as appropriate and designated by SCCA Pro Racing. As of January first of each year, the PRR for that year shall supersede all versions from previous years including all Technical and Participant Bulletins. 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 K then the standard definition of the word from Webster's Dictionary shall be used (e.g. "round", "parallel"). The following text styles will be used to indicate changes made in the indicated time frame:

*Changes made in the previous season via technical bulletin.*

**Changes made in the off season.**

**Changes made in the current season via technical bulletin.**

Race events are conducted under the PRR and regulations issued for the individual Series unless otherwise specified. Some events may be conducted under the FIA Sporting Code. SCCA Pro Racing reserves the right to disallow any part, change/modify any specification, and/or change/modify any rule or regulation when/if it is deemed necessary at its sole discretion. The PRR shall not constitute an expressed or implied warranty of safety or fitness for a particular purpose.

All event participants assume all risks of any nature associated with their presence at and/or participation in an SCCA Pro Racing sanctioned event, or activity.

Requests for changes to the PRR must be made in writing using the PRR

Change Request form available on the Series Website.

## ARTICLE 1: GENERAL REGULATIONS

The purpose of the FORMULA LITES SERIES CHAMPIONSHIP is to provide an economical formula car using state of the art techniques and resources with an emphasis on safety to give drivers an opportunity to develop their skills to progress into higher levels of professional racing.

### ARTICLE 1.1: ADMINISTRATOR AND SANCTIONING AUTHORITY

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

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

**1.1.3:** At race events, the SCCA Pro Racing CHIEF STEWARD (CHIEF

## **Article 1: General Regulations**

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

### **1.1.4: KNOWLEDGE OF, AND SUBMISSION TO RULES**

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

**1.1.4.1:** He is acquainted with the PRR.

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

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

### **1.1.5: FINALITY OF INTERPRETATION AND APPLICATION**

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

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

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

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

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

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## **ARTICLE 1.2: ADMINISTRATION OF EVENTS**

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### **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: FIA LISTED EVENTS**

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

**1.2.5.1.1: FULL INTERNATIONAL FIA EVENTS**

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

**1.2.5.1.2: INTERNATIONAL FIA EVENTS**

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

**1.2.5.2: SCCA PRO RACING EVENT**

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

**1.2.5.3: POSTPONEMENT, ABANDONMENT, and/or CANCELLATION**

An event, or a competition, forming part of an event shall not be postponed, abandoned/canceled, or rescheduled unless;

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

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

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

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

**1.2.6: COURSES**

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

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

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

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



event.

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

**1.2.6.5:** Restrict the course to certain grades of drivers.

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

### **1.2.7: MEASUREMENT OF COURSES**

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

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## **ARTICLE 1.3: CONDUCT OF EVENTS**

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### **1.3.1: ENTRIES REQUIRED**

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

#### **1.3.1.1: REFUSAL of ENTRY**

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

#### **1.3.1.2: FALSIFICATION of ENTRY**

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

#### **1.3.1.3: WITHDRAWAL of ENTRY**

An entry must be received within 15 calendar days of the event, after 15 days a late fee will be added. No entry fees will be refunded once an entry is received. Entry fees are not transferable from one team to another.

#### **1.3.1.4: CONDITIONAL ACCEPTANCE of ENTRY**

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

#### **1.3.1.5: DEBTS, BAD CHECKS, and OUTSTANDING CHECKS**

Debts, bad checks and outstanding checks will result in suspension of competition privileges, which shall continue until debt, and service charges are paid (Service charge will be \$50.00 to cover bank, and SCCA Pro Racing, clerical processing.). Upon two such occurrences participant will be required to pay by cash, or cashier's check for future entries and other costs. *Only Cashier Checks or Credit Cards will be accepted as payment for event entry fees at Registration at the track.*

#### **1.3.1.6: NUMBER of ENTRIES to be STARTED in RACES**

The CHIEF STEWARD shall determine the maximum number of vehicles, which may be started simultaneously on any course.

#### **1.3.1.7: SCCA PRO RACING ENTRY FORM**

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

### **1.3.2: TEAM REPRESENTATIVE**

Each team will designate one (1) person to act as the team representative. This spokesperson is the only person who can speak for the team

OFFICIALLY, including filing scoring protests and making changes and additions to the team's credential list. If the team representative must be changed during the event, the REGISTRAR, Chief of Timing and Scoring, TECHNICAL MANAGER, and CHIEF STEWARD must be notified.

### **1.3.3: VEHICLE REGISTRATION**

All cars must be registered by submitting a Vehicle Registration Form and a service fee to SCCA Pro Racing. This service fee puts the entrant on the mailing list to receive all mailings, results, technical bulletins, and other information for the Series. Additionally, it entitles him to receive Series decals and patches for the year and registers the car number for the year. Acceptable numbers include 1 through 99, 0 and 00, and in specified series, 01 through 09. Three digit numbers are not acceptable. No number will precede 1 in official entry lists or programs. Questions regarding registration can be directed to the Pro Racing Office.

### **1.3.4: SCCA MEMBERSHIP AND PARTICIPANT LICENSE**

All drivers and crew members, working in the pits, or other designated high-risk area, must be 18-years of age, or older, be a current SCCA member, have a signed notarized Annual Waiver and photo in .jpg format emailed to photo@sccapro.com and hold a current SCCA Pro Racing Participant I.D. License. Current SCCA members may crew at one SCCA Pro Racing 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 non-compliance with the PRR.

### **1.3.5: WAIVER**

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

### **1.3.6: ALCOHOL, NARCOTICS, DRUGS**

**1.3.6.1:** 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.

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

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

### **1.3.7: MEDICAL RESPONSIBILITY OF DRIVERS**

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

**1.3.7.1:** 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.

### **1.3.8: 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.

### **1.3.9: PRESENTATION OF LICENSE**

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

### **1.3.10: GRADES OF LICENSE**

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

**1.3.10.2:** 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)

### **1.3.11: SCCA PRO RACING DRIVER LICENSE REQUIREMENTS**

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

#### **1.3.11.1: Requirements for Pro Racing Driver License and Renewal**

- SCCA Pro Racing Driver License application completed in full.
- Current membership in SCCA.
- Driver must have competed in an SCCA Pro Series or equivalent, in the past 12 months prior to application, or a resume of experience.
- One (1) passport photo or photo in .jpg format emailed to photo@sccapro.com.
- SCCA Pro Racing licenses are valid for the calendar year, January to December.

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

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

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

**1.3.11.2:** Drivers under the age of 18 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 racing series, driving school or other acceptable party. The driver shall send a completed SCCA Minor Waiver and recommendation along with the application to the SCCA Pro Steward of the series he wishes to compete. SCCA Pro Racing will determine the suitability of the driver for racing in the series applied for. If approved the driver will compete on a Provisional License for a minimum of two races prior to being considered for a Pro Racing License. All paperwork must be completed a minimum of 7 days in advance of an event. Licenses for 15-year-old drivers will not be issued at the track unless the individual series requirements differ. Issuance of an SCCA Provisional or Pro Racing license to a 15-year-old driver does not supersede state and local rules or regulations governing minor participants.

#### **1.3.11.3: Requirements for FIA Driver License and Renewal:**

- SCCA Pro Racing physical examination form completed in full and no older than 90 days at time of application.
- FIA Driver License application completed in full.
- Current SCCA Membership.
- One (1) passport photo or photo in .jpg format emailed to photo@sccapro.com.
- Driver must hold, at the time of applying for an FIA Driver License, an SCCA Full Competition license, or SCCA Pro Racing Driver license, or the equivalent, and must have competed in the 12 months prior to application.

**1.3.11.4: 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.

**1.3.11.5: 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.

**1.3.12: PRE-RACE TESTING**

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

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

**1.3.12.3:** 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.

**1.3.12.4:** Sanctioned SCCA Regional and Majors 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 any any like vehicle deemed as being similar in build and performance by SCCA Pro Racing and its official representatives.

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**ARTICLE 1.4: COMPETITION REGULATIONS**


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**1.4.1: CAR DRIVER COMBINATIONS**

Only properly registered Car/Driver Combinations with drivers licensed per Article 1.7.9 shall be allowed to drive in timed sessions. Car/Driver Combinations which are not compliant with the PRR may not be allowed on track in timed sessions. Drivers shall drive only one car per class unless a back-up car is used (see Article 1.5.2.7 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.

**1.4.1.2: ONE DRIVER/TWO CAR ENTRIES**

In the case of one driver being entered in two cars, the following shall apply: Back-up entries may be accepted at anytime at the discretion of the CHIEF STEWARD. All back-up entries must satisfactorily complete a safety inspection prior to entering the pits, or course.

- The driver will be allowed to practice, and qualify both cars, provided the back-up car is so designated by a supplementary marking, and provided the CHIEF STEWARD and Timing / Scoring are notified before the back-up car is used.
- A driver is not permitted to change cars during a timed qualifying session; he may only drive one car in any given timed qualifying session. If a back-up car is used during a timed qualifying session, it

can only be used in a session in which the primary car has not been used.

- If a driver qualifies two cars, he must notify the CHIEF STEWARD within one-half hour after the close of the final qualifying session as to which car he will drive in the race.
- Upon notification, the CHIEF STEWARD will have the starting grid prepared reflecting the decisions of the driver(s) involved.
- If the car which the driver selected to race is unable to start, the driver will be allowed to start from the back of the grid with his back-up car.

### **1.4.1.3: ONE CAR/TWO DRIVER ENTRIES**

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

### **1.4.2: QUALIFYING**

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

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

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

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

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

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

- One car at a time: warm-up lap, timed lap(s).
- Dividing the cars into groups, each group using a portion of the scheduled qualifying period. A qualifying session so divided will be considered one qualifying session.
- The details of these, or other alternate, qualifying procedures will be outlined at a drivers' meeting, or by such other written notice as deemed appropriate by SCCA Pro Racing. No prior notice of this change is required. Note: If the qualifying session must be cancelled, the grid will be determined on driver points. If no points have been established for the season, the grid may be determined by practice times, or other procedure as determined and announced by SCCA Pro Racing.

**1.4.2.7:** A race that is stopped by the Chief Steward for whatever reason, and is not restarted shall be scored as of the last completely scored lap.

#### **1.4.3: STARTING POSITIONS**

**1.4.3.1:** Car/driver combinations for race one (1) will be positioned on the starting grid in the order of their qualifying times, with the fastest combination at the front. The grid for race two (2) will be according to the results of race one (1) with the top 4 finishers being inverted for the start of the 2nd race. Example: 1st place to start 4th in race 2, 2nd will start 3rd, 3rd will start 2nd, 4th will start 1st.

**1.4.3.1.1:** Pole position will normally be on the same side as the inside of the first turn. If conditions warrant, the pole car may elect to start on the opposite side. If so desired the driver must notify the Chief Steward or Director of Competition at least one hour prior to the opening of the grid for the race. In this case the pole car will trade positions with the second qualifier. **ONLY THE FIRST TWO QUALIFIERS WILL BE AFFECTED.** After final publication of the starting grid, the places of non-starters will be left empty, the other competitors retaining their published positions on the grid until the start of the race, unless the grid can be easily re-arranged on the pre-grid. The final decision will rest with the CHIEF STEWARD

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

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

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

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

**1.4.3.6:** After the field has left the grid, the CHIEF STEWARD, at his discretion, may add an alternate entry to the field, or permit a gridded entry to have an assisted start (push starts are not allowed, see Article 1.6.8.16), 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.

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

- 1) Cars without a qualifying time, but being permitted to start by CHIEF STEWARD, will be gridded in order of their fastest practice

lap.

- 2) Then, cars moving to the back of the grid voluntarily (e.g. due to changing more than one tire, etc.) 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.

### **1.4.3.8: 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 SCCA Pro Racing. Driver/Car changes must be submitted two (2) hours prior to the scheduled opening of pre-grid for the session of the change. Additionally, there will be a \$100 fee for any driver/car changes after qualifying.

### **1.4.4: START**

**1.4.4.1:** Formula Lites Championship races will normally use a **rolling start**.

### **1.4.5: STANDING START PROCEDURE**

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 at certain tracks in which case the CHIEF STEWARD, will distribute written copies of an alternate procedure.

NOTE: THESE ARE THE GENERAL RULES AND MAY BE MODIFIED FOR TRACK CONSIDERATIONS

**1.4.5.1:** Cars shall proceed behind the pace car from the pre-grid area to their assigned start boxes, usually on the front straight. The red "START LIGHTS" will be "ON" and the pace car will turn his lights "OFF" when positioned in front of the start grid. When all cars are in position the pace car lights will go "ON" and the start lights will go "OFF" to indicate the beginning of the Formation Lap. Near the end of the Formation Lap the Pace Car will turn lights "OFF" and enter the pits. The field will continue on the racing surface to their assigned pit boxes. Once the field is in position the "5 SECOND" board will be displayed at the front of the field. In approximately five seconds the start lights will come "ON." Within 2-6 seconds the start lights will go "OFF" and the race will commence.

**1.4.5.2:** : A "JUMPED START" occurs when a car moves prior to the lights going "OFF" and is moving when the lights go "OFF." A driver making a Jumped Start will be penalized.

**1.4.5.3:** A "FALSE START" occurs when a car moves slightly before the lights go "OFF" but is stopped when the lights do go "OFF." A driver making a False Start may be penalized.

**1.4.5.4:** : If the Chief Steward determines that a Standing Start is not warranted for any reason the Standing Start will be "ABANDONED." At that determination the Chief Steward will make the appropriate radio call to all teams that the "Standing Start will be Abandoned and we will proceed with a Rolling Start." The Pace Car will be dispatched in front of the field with "Lights ON" and a Pace Lap will commence. A standard "ROLLING START" will follow.

**1.4.5.5:** For a Standing Start the official clock will start when the Start Lights go "Off" signifying the start of the race. In the event of an Abandoned Start the clock will start when the pole car first moves from his start box for the pace lap

### **1.4.6 ROLLING START PROCEDURE**

The following rolling start technique shall be known as the SCCA Pro Racing Rolling Start.

**1.4.6.1:** On instruction of the CHIEF STEWARD, a signal, plainly audi-

ble, and/or visible, to the full grid, shall be given at five minutes, and at one minute, prior to the scheduled starting time of the pace lap. This will alert drivers to man their cars, and crews to complete last-minute preparations.

**1.4.6.2:** 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.

**1.4.6.3:** 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.

**1.4.6.4:** The STARTER, or GRID MARSHAL, shall next signal all driversto lower their arms by lowering his free arm in a definite movement.

**1.4.6.5:** 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 the course 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 (**no greater than 45mph**) until **the lead car enters the Acceleration Zone (indicated by the placement of cones trackside). The lead car may accelerate when reaching the first cone(s). When the lead car accelerates, the green flag will be displayed. If the lead car does not accelerate, the green flag will be displayed when the lead car reaches the second cone(s).** 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. A radar gun may be used to insure that the pole car maintains pace car speed.

**1.4.6.6:** 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.

**1.4.6.7:** 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).

**1.4.6.8:** 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 time. 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 may then assess the penalty.

**1.4.6.9:** It is to be emphasized that the SCCA Pro Rolling 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



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immediately prior to the start is somewhat dictated by the size of the field and course layout. **In no case shall it be greater than 45 mph.** Only one Official should be designated to brief the front row drivers before each race, preferably the CHIEF STEWARD.

### 1.4.7: RESTARTS

**1.4.7.1:** If it should become necessary to red flag/stop a race, the CHIEF STEWARD may order a complete restart according to the original starting positions; he may restart the cars in single file in the overall order in which the automobiles completed their last completely scored lap; or he may restart as otherwise provided in the Supplementary Regulations. Restarts may be accomplished by using a scoring tape, or a lap chart, whichever best fits the conditions at hand, to be determined by the CHIEF STEWARD in consultation with the Chief of Timing and Scoring.

**1.4.7.2:** A race that is stopped short, of its scheduled distance/time and is not restarted shall be scored as of the last completely scored lap.

### 1.4.8: JUMPING RESTART

The lead car shall set a steady pace and is responsible for leading the field to a safe start. The lead car is expected to not drastically speed up, slow down, weave back-and-forth, or otherwise "play games" once the safety car has left the track. Racing shall resume throughout the entire field when the green flag is displayed. A restart judge, and/or radar gun, will be used to help determine if cars jump the restart by accelerating early, or otherwise attempting to improve position. Cars out of a single-file line when the green flag is displayed will be considered as attempting to improve their position. Cars that are deemed to have jumped the restart may be black flagged and held at pit out for a period of up to one minute. The CHIEF STEWARD may levy other penalties at his discretion.

### 1.4.9: RAIN RACING PROCEDURE

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

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

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

**1.4.9.2:** The CHIEF STEWARD will not designate any session as a "rain session".

**1.4.9.3:** The installation of rain tires is at all times the choice of the driver and/or crew chief.

### 1.4.10: SAFETY CAR

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

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

**1.4.10.3:** 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.

**1.4.10.4:** The Safety Car will remain on the circuit as long as deemed

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

**1.4.10.5:** Once the Safety Car pulls off the track, the lead car will maintain a steady pace until the green flag is displayed **in the acceleration zone**. Accelerating, or decelerating, abruptly by the lead car is prohibited and all other cars shall maintain their relative positions.

#### **1.4.11: RACE LENGTH**

**1.4.11.1:** Formula Lites Championship races will be **timed duration races to be determined at each race event**.

**1.4.11.2:** In cases of scheduled distance race lengths, the CHIEF STEWARD may designate a maximum length of time in which the race must be completed (e.g. 20 laps/60 miles, or 40 minutes, whichever comes first). Regardless of the race format, finishers will be determined by the total number of laps completed.

**1.4.11.3:** Timing & Scoring shall keep official race laps, distance and time. If the conclusion of a timed competition falls too close to reasonably call, the field shall complete another lap. Under extraordinary circumstances, the CHIEF STEWARD 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.

**1.4.11.4:** A race that is stopped by the Chief Steward for whatever reason, and is not restarted shall be scored as of the last completely scored lap.

#### **1.4.12: IMPOUND**

**1.4.12.1:** As soon as the Checkered Flag is waved, all competing Cars as directed by the TECHNICAL MANAGER must proceed to Impound together with a Team representative and under the supervision of the Series Officials. A Car not driven directly and immediately to Impound may be Excluded. It is incumbent on each individual team to determine whether their car to report to Impound.

**1.4.12.2:** A Team representative must be present at Impound so as to be informed of any decisions taken regarding possible technical checks.

#### **1.4.13: POST RACE CEREMONIES**

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

**1.4.13.2:** Following the post-race awards ceremony, the top three finishers are required to attend a post-race press conference as directed by SCCA Pro Racing **or** series officials.

**ARTICLE 1.5: POINTS AND AWARDS**

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**1.5.1: SERIES CHAMPIONSHIP**

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

**1.5.1.2:** 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.

**1.5.1.3:** At the conclusion of the season, the Formula Lites Series Championship Series Champion will be the Driver that has earned the most Championship Points.

**1.5.1.4:** In the event of a tie in Championship Points, the position will be awarded to the driver with the most first place finishes, then if necessary second place finishes, and so on.

**1.5.2: CHAMPIONSHIP POINTS**

**1.5.2.1:** SCCA Pro Racing will award Championship Points to drivers and maintain the point standings to determine a Series Champion.

**1.5.2.2:** Championship Points will be awarded to Drivers classified as STARTERS based on the following schedule:

1st place overall	25 points in favor of the respective driver
2nd place overall	18 points in favor of the respective driver
3rd place overall	15 points in favor of the respective driver
4th place overall	12 points in favor of the respective driver
5th place overall	10 points in favor of the respective driver
6th place overall	8 points in favor of the respective driver
7th place overall	6 points in favor of the respective driver
8th place overall	5 points in favor of the respective driver
9th place overall	4 points in favor of the respective driver
10th place overall	3 point in favor of the respective driver
11th place overall	2 points in favor of the respective driver
12th Place overall	1 point in favor of the respective driver

**1.5.2.3:** Any driver who leads a lap will be awarded one championship point.

**1.5.3: QUALIFYING POINTS**

**1.5.3.1:** Double Race Weekend - Championship Points will be awarded to Drivers based on the following schedule: Single qualifying session for Race 1: Driver qualifying in Pole Position is awarded two points.

**1.5.4: OTHER AWARDS**

**1.5.4.1:** Additional prize money, product contingency and/or a combination of both may be available based on sponsor participation. SCCA Pro will announce sponsor involvement in press releases, e-mails to registered team/drivers with valid e-mail addresses on file with SCCA Pro Racing ([www.sccaproracing.com](http://www.sccaproracing.com)), and on the Series Website ([www.formulalites.com](http://www.formulalites.com))

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**ARTICLE 1.6: EVENT RULES**

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**1.6.1: MANDATORY ATTENDANCE AT PRE-RACE MEETINGS**

Prior to every SCCA Pro Racing race, the CHIEF STEWARD will conduct a meeting with the drivers and crew chiefs/team managers. This may be a single meeting, or separate meetings. All will be briefed on the rules governing the competition and specifically, any new rules, or regulations, pertaining to the competition. Crew chief and drivers attendance is mandatory for their respective meetings. Failure of any driver, or crew chief,

to attend these meetings shall result in a minimum fine of one hundred fifty dollars (\$150.00 U.S.). In addition, failure to attend these meetings shall negate any protest, or action, by the entrant, or driver, regarding any penalties that may be assessed during the competition for an 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.

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

### **1.6.2: PERSONAL CONDUCT**

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

**1.6.2.2:** 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.

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

### **1.6.3: PUBLICATION OF RESULTS AND DISTRIBUTION OF AWARDS**

**1.6.3.1:** 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.

**1.6.3.2:** A car must be classified as a finisher to earn prize money.

**1.6.3.3:** Prize money will be awarded to the Entrant for each individual event in the series.

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

### **1.6.4: PRE- AND POST-RACE PROCEDURES**

SCCA Pro Racing officials are the complete authority regarding the pre- and post-race procedures. Participants must follow their instructions.

### **1.6.5: 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.

### **1.6.6: PIT ASSIGNMENT**

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

### **1.6.7: RADIOS**

**1.6.7.1:** At all times that the Car is on the racetrack, a minimum of one (1) crewmember in the Pit Box must have radio communication with the Driver. At all times during a Session, a minimum of one (1) crewmember in the Pit Box must monitor the published Race Control frequency.

**1.6.7.2:** SCCA Pro Racing requires that all teams monitor the race control channel starting thirty (30) minutes before the published start of any official session and ending thirty (30) minutes after the published end of any Official session.

**1.6.7.3:** Radio Frequencies and DPL codes MUST be registered with SCCA Pro Racing. A copy of a valid FCC license must be presented to SCCA Pro.

**1.6.7.4:** Radio signals cannot be encrypted or scrambled. Frequency hopping or Digital radios and trunking equipment are not permitted.

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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.

**1.6.7.5:** Teams are limited to a maximum of four frequencies per car entered. SCCA Pro Racing may choose to record conversations to be reviewed at a later date.

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

**1.6.7.7:** Race Control must be monitored on frequency 462.4500 MHz.

**1.6.7.8:** If there is a frequency conflict between a team and SCCA Pro Racing it is the teams responsibility to move to a different frequency.

### **1.6.8: GRID AND PIT REGULATIONS**

**1.6.8.1:** 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. A driver who overshoots his assigned pit space must complete another lap or up to 4 members of his crew may push him back to his pit in a safe manner.

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

**1.6.8.3:** It is the teams responsibility to have an operable fire extinguisher in his pit area (one per car) any time the car is on track. The fire extinguisher must be ABC-type and minimum 10 lbs in size. If any fire extinguishers are supplied by the organizer, they are not to be counted in the teams required amount.

**1.6.8.4:** Pit carts, ATVs, tugs, etc. must be clearly marked with race car number and teams for easy identification. Unless given specific permission by Race Series Officials, these types of vehicles shall not be driven onto the actual pit lane.

#### **1.6.8.5: Pit Communications**

Race Control does not respond to inquiries regarding the disposition of other Competitors and may not respond to requests for regulatory clarification due to the complex nature of the RULES. Such inquiries should be made directly and in person with the **CHIEF STEWARD** or appropriate Series Officials. Reports of on-track activity, passes under yellow and similar must include the location, the time of day and a description of the specific concern. Vague reports receive lower priority.

#### **1.6.8.6: Pit Emergencies**

In the event of an emergency in the pit area, teams will be notified over the race control frequency that the pits are closed. At that time, no race car shall enter the pits. Cars already in the pits during a pit emergency must obey the instructions of the Series Officials.

**1.6.8.7:** No team members will be allowed in the trackside signaling area until the last lap of the race.

**1.6.8.8:** No one should be in pit lane for any reason other than a pit stop with their car without permission from a pit lane official.

**1.6.8.7:** No one in pit lane shall stand or sit on the pit lane wall or on pit equipment that is not specifically designed to be occupied.

**1.6.8.8:** Any behavior which may endanger individuals in pit lane (ie: tire warming) is prohibited.

**1.6.8.9:** Everyone in the pit area must be adequately attired (closed-toed shoes, long pants, and sleeved shirts) at all times during on-track sessions. Team members must be attired similarly at all times while in the pit lane.

**1.6.8.10:** All personnel must have their SCCA Pro Racing Racing Credential available at all times; crew members must prominently display it when in the pit lane.

**1.6.8.11:** Smoking (Including Electronic cigarettes) is not allowed at any time in the pits.

**1.6.8.12:** Pets are prohibited in the pits at all times.

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

**1.6.8.14:** When the grid officially closes, only the following tasks may be performed up to the 3 minute signal: getting the driver belted in and situated, checking connections (hoses, wiring, etc.), air duct tape/untaping, 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 command to start engines is given. Any additional work must be performed in pit lane. During the grid prior to the race itself, if a car is unable to leave when the field is dispatched, that car will be required to start the race from pit lane without participating in the presentation and/or pace lap(s). A driver unable to start the automobile on the grid will not be allowed to have their crew push start the car.

**1.6.8.15:** In all Formula Lites Championship competitions, engines shall be started with an on-board starter and battery or supplementary power supply.

**1.6.8.16:** Cars may be pushed or pulled in the paddock or to the pre-grid area but in no case should open wheel cars ever be pushed started due to the potential danger of doing so. The Technical Manager has the option of fining a team that violates this rule.

**1.6.8.17:** 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.

**1.6.8.18:** The driver shall not push his own car at any time during an on-track session, Drivers are prohibited from requesting assistance during on-track sessions from anyone other than their own team members and shall proceed, if at all possible, to their own designated pit space. See also Article 1.6.11. This does not preclude assistance by Race Series Officials for safety reasons. During the race, only the driver may repair the car on course. The driver may obtain parts and equipment from crewmembers that meet him track side, but must not receive any physical assistance. At all times, the car being repaired must be within a first line of protection area (guardrail or wall)

**1.6.8.19:** The CHIEF STEWARD may order any car removed from the course if, in his judgment, it constitutes a hazard to other competitors.

### **1.6.9: PIT STRUCTURES/SHELTERS**

Pit structures, timing stands, etc., must be mobile, not depending on the pit wall for structural safety or placed in such a manner that they create a fire or safety hazard. EZ Ups may be used as long as they do not create a safety hazard.

### **1.6.10: PIT STOP REGULATIONS**

**1.6.10.1:** Before the car stops at its assigned pit, only the pit stop supervisor may be over the wall to signal the driver. All other personnel and equipment must remain behind the wall until the car stops in its pit (ie: no objects on pit wall until the car has come to a complete stop)

**1.6.10.2:** After the car has stopped at its pit at any time during official sessions, only the pit stop supervisor (supervising only), four (4) crew members and an identifiable service company representative(s) examining a cars components may be over the wall. All must be performing a duty.

**1.6.10.3:** 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. A team and/or driver may be penalized if its car contacts any personnel, parts, equipment, other cars, or propels any thing while in pit lane. Teams/drivers may also be subject to penalties if a team member/Race Official is injured in pit lane.

**1.6.10.4:** Cars may not be removed to the paddock area from the course, or the pits, during a qualifying session, or race, without the specific permission of the CHIEF STEWARD, or the **TECHNICAL MANAGER**. If a car is removed without permission from the course/pits, the car shall be ineligible to return to the qualifying session or race in progress, excepted as noted in Article 1.6.11.

**1.6.10.5:** No tool or equipment which may generate spark, or a high temperature, will be allowed in the pits.

**1.6.10.6:** Safety stands must be used when the vehicle is raised and any body part is under the vehicle. Tire changes are exempt as long as no other work/adjustments is being performed.

**1.6.10.7:** 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.

**1.6.10.8:** 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.

**1.6.10.9:** Refueling is not permitted on the grid or in the pit lane area at any time. Fuel containers are prohibited on the grid and in the pit lane area. Refueling of vehicles shall only be done at a team's paddock space with a properly manned fire extinguisher present.

**1.6.10.10:** Each entrant must make his own arrangements for handling gasoline, water, and oil spillage in his pit or paddock space as soon as possible. Spillage or careless handling of fuel, water, or oil may result in a fine or other penalty being assessed.

**1.6.10.11:** At the conclusion of each session, under the direction of the Series Officials, each team must safely and promptly remove its car(s) and pit equipment to the paddock, unless otherwise arranged. Under no circumstances should pit equipment or race cars be unattended at any time. Penalties may be assessed.

### **1.6.10.12: Removal from Course/Hot Pits**

Cars may not be removed to the paddock area from the course, or the pits, during a qualifying session, or race, without the specific permission of the **TECHNICAL MANAGER**. If permission is granted and the car is removed from the course/pits, the car shall be ineligible to return to the qualifying session, or race, in progress.

### **1.6.11: 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 prior approval of the CHIEF STEWARD. Infraction of this rule may mean immediate disqualification.

### **1.6.12: DISABLED CARS**

If, for any reason, a driver is forced to stop his car on the course during any session, it should be his first duty to place his car in such a manner as to cause no danger or obstruction to other competitors. When practical and with prior permission, the CHIEF STEWARD may allow a disabled car to be brought back to the pits or paddock.

### **1.6.13: TRAVEL THRU PADDOCK**

Race cars have the right-of-way. The paddock speed limit is 10 mph. This is a maximum; but conditions may require a slower speed limit. Penalties may be assessed to or any vehicles may be confiscated for the remainder of the event from those observed operating any motorized vehicle unsafely. Minors must be accompanied at all times.

### **1.6.14: DRONES OR OTHER AERIAL DEVICES**

The use of drones or other aerial devices at any time during an Event is prohibited.

**ARTICLE 1.7: EVENT CONDUCT TERMS****1.7.1: 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.

**1.7.2: TIMING AND SCORING**

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

**1.7.2.2:** 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.

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

**1.7.3: 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.

**1.7.4: DRIVING CONDUCT**

**1.7.4.1:** Drivers must use the track at all times. For the avoidance of doubt the white lines defining the track edges are considered to be part of the track but the curbs are not. A driver will be judged to have left the track if no part of the car remains in contact with the track. Should a car leave the track the driver may re-join, however, this may only be done when it is safe to do so and without gaining any lasting advantage. At the absolute discretion of the Chief Steward a driver may be given the opportunity to give back the whole of any advantage he gained by leaving the track. A driver may not deliberately leave the track without justifiable reason.

**1.7.4.2:** It is the responsibility of all drivers to avoid physical contact between cars. The responsibility for the decision to pass another car rests with the overtaking driver. Overtaking, according to the circumstances, may be carried out on either the right or the left. 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.

**1.7.4.3:** More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner. 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.

**1.7.4.4:** Maneuvers liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are not permitted

**1.7.4.5:** Any driver defending his position on a straight, and before any braking area, may use the full width of the track during his first move, provided no significant portion of the car attempting to pass is alongside his. While defending in this way the driver may not leave the track without justifiable reason. For the avoidance of doubt, if any part of the front wing of the car attempting to pass is alongside the rear wheel of the car in front this will be deemed to be a "significant portion".

**1.7.4.6:** As soon as a car is caught by another car which is about to lap it during the race the driver must allow the faster driver past at the first available opportunity. If the driver who has been caught does not allow the faster driver past, waved blue flags will be shown to indicate that he must allow the following driver to overtake.



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**1.7.4.7:** Any driver who appears guilty of any of the above offences will be reported to the CHIEF STEWARD.

### **1.7.5: 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.

#### **1.7.5.1: TIMED RACES or TIME-LIMITED DISTANCE RACES**

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

#### **1.7.5.2: 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.

#### **1.7.5.3: MINIMUM DURATION**

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

#### **1.7.5.4: 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.

**1.7.5.4.1:** 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.

**1.7.5.4.2:** In timed duration races, the highest placing car that completes the most laps in the time allowed will be shown the checkered flag.

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## **ARTICLE 1.8: OFFICIALS**

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

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

- CHIEF STEWARD
- SERIES MANAGER
- TECHNICAL MANAGER(s)
- REGISTRAR
- Chief of Timing & Scoring
- SCCA Pro Racing Press Officer
- Series STARTER
- COMPETITION DIRECTOR

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

ing.

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

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

#### **1.8.5: CHIEF STEWARD**

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

#### **1.8.6: TECHNICAL MANAGER**

The installation of all parts, systems, and equipment is subject to the approval of TECHNICAL MANAGER.

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

**1.8.6.2:** 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 these Rules.

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

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

**1.8.6.5:** 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.

**1.8.6.6:** The TECHNICAL MANAGER will use all informational resources available to him to ensure that vehicles are in compliance with the these rules. 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.

#### **1.8.7: REGISTRAR**

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

#### **1.8.8: CHIEF OF TIMING & SCORING**

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

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

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

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

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

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

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

### **1.8.9: PRESS OFFICER**

**1.8.9.1:** The Formula Lite Championship PRESS OFFICER shall be responsible for coordinating, with appropriate activities, all pre-race, race, and post-race press, media, and track publicity activities at Formula Lite Championship events.

**1.8.9.2:** He/She shall advise officials on press information, and act as liaison with the track and promoter press director.

**1.8.9.3:** He/She shall issue all press notices, and schedule all press conferences, regarding any aspect of Formula Lite Championship activities regarding the event.

### **1.8.10: STARTER**

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

### **1.8.11: SERIES MANAGER**

**1.8.11.1:** Shall Serve as the liaison between the scheduled race tracks, competitors, SCCA Pro Racing, and series vendors.

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

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

### **1.8.12: DIRECTOR OF COMPETITION**

**1.8.12.1:** Directs the overall competition program, including: fitness of cars for competition, technical aspects, and consults with the CHIEF STEWARD on race operations, safety issues and appropriate rules administration, including appropriate penalty levels.

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## **ARTICLE 1.9: DISCIPLINARY ACTIONS**

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### **1.9.1: BREACH OF RULES**

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

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

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

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

**1.9.1.4:** Reckless, or dangerous, driving.

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

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

**1.9.1.7:** Violation of the terms of probation.

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

**1.9.1.9:** Unsportsmanlike conduct.

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

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

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

## **1.9.2: PENALTIES**

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

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

**1.9.2.3:** The penalties which may be assessed are;

### **1.9.2.3.1: Reprimand**

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

### **1.9.2.3.2: Fine and/or loss of prize money**

- A fine up to \$250,000 may be imposed by the President of SCCA Pro Racing against any entrant, driver, or participant for conduct detrimental to the Organization, or the Organization's clients, or partners. Also a fine up to \$50,000 may be imposed by the CHIEF STEWARD, or other Board. A driver's competition privileges are automatically under suspension, and shall remain under suspension until payment of each or all of the above fines are received. If unable to pay the full amount of a fine prior to the next event, a driver must surrender his SCCA Pro Racing competition license(s) to the CHIEF STEWARD, or to the chairman of the appeal board.
- After the TECHNICAL MANAGER makes a determination that a breach of the technical rules is the entrant's responsibility and not the drivers 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.
- All fines, and forfeited protest fees, shall be remitted to

**SCCA PRO RACING, LTD.  
6620 SE DWIGHT STREET  
TOPEKA, KS 66619-0400.**

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

### **1.9.2.3.3: Time or Position**

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

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

### **1.9.2.3.4: Laps**

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

**1.9.2.3.5: Disqualification from competition**

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

**1.9.2.3.6: Probation of SCCA Pro Racing competition privileges**

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

**1.9.2.3.7: Suspension of SCCA Pro Racing competition privileges**

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

**1.9.2.3.8: Loss of points**

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

**1.9.2.3.9: Expulsion**

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

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

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

**1.9.2.6: Amendment of Placing Awards**

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

**1.9.2.7: Publication of Penalty**

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

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**ARTICLE 1.10: PROTESTS AND OTHER ACTIONS**

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**1.10.1: RIGHT OF PROTEST**

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

**1.10.2: LODGING A PROTEST**

**1.10.2.1:** The protest must be delivered to the CHIEF STEWARD or COMPETITION DIRECTOR, in writing, stating the specific Regulation

alleged to have been violated and the complete details of the alleged violation. The protest must be signed by the Entrant making the protest and accompanied by the protest fee of \$2500 payable to SCCA Pro Racing. The protest fee may be retained or returned, in whole or part, at the discretion of SCCA Pro Racing. Time limits for protests are as follows and the Race Director may, at his sole discretion, extend any protest time limit:

**1.10.2.1.1:** A protest against Automobiles must be received thirty (30) minutes before the first Official Session for the relevant Event.

**1.10.2.1.2:** A protest against a RULES violation during a Session must be received within thirty (30) minutes after the end of the applicable Session.

**1.10.2.1.3:** A protest against a penalty or action by SCCA Pro Racing must be received within thirty (30) Minutes after the end of the applicable Session

**1.10.2.1.4:** 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.

**1.10.2.1.5:** 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.

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

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

### **1.10.3: PROTESTS AGAINST AUTOMOBILES**

**1.10.3.1:** The decisions of the SCCA Pro Racing TECHNICAL MANAGER are non-protestable and non-appealable. The TECHNICAL MANAGER may, in specific instances with the agreement of the CHIEF STEWARD, permit protests against automobiles. If allowed, the following procedures in Article 1.10.2.1.1 to Article 1.10.2.1.6 shall apply.

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

**1.10.3.3:** 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).

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

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

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

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

#### **1.10.4: HEARING PROTESTS**

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

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

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

#### **1.10.5: DISTRIBUTION OF AWARDS**

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

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### **ARTICLE 1.11: APPEALS**

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#### **1.11.1: RIGHT TO APPEAL**

The appeal process exists to decide only those matters for which a reasonable decision could not be achieved through available procedures. Provided all such procedures have been exhausted, any entrant or other participant shall have the right to request an appeal regarding:

1. Any, decision or penalty rendered by the CHIEF STEWARD in which they were named as a party.
2. Any decision concerning a protest filed by such entrants or participants, except as decided by the TECHNICAL MANAGER.

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.

#### **1.11.2: 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.

#### **1.11.3: PROCEDURE AND FEES**

Written notice of intent to appeal the decision of the CHIEF STEWARD to the Board of Appeals must be given to the CHIEF STEWARD within one (1) hour of announcement of the decision. The CHIEF STEWARD may, at his sole discretion, extend the appeal time limit in exceptional cases where the appellant can demonstrate pertinent evidence was not available within the time limit or was unable to meet the deadline due to circumstances beyond control. A written notice of appeal, signed by the appellant, specifying the grounds for appeal, and including an appeal fee of \$1,500.00 (a minimum of \$750.00 of which will be retained by SCCA Pro Racing) 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.

#### **1.11.4: STAY OF DECISION (SUSPENSION OR EXPULSION)**

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

#### **1.11.5: CONVENING THE BOARD OF APPEAL**

**1.11.5.1:** 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.

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

#### **1.11.6: HEARING THE APPEAL**

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

#### **1.11.7: 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.

#### **1.11.8: 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.

#### **1.11.9: BAD FAITH APPEALS**

If the board determines that the appellant has acted in bad faith, or in a vexatious manner, it may deem such conduct a breach of the PRR, and



impose an additional penalty for said breach.

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**ARTICLE 1.12: ON-BOARD VIDEO / TELEVISION CAMERAS**

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

**1.12.1:** 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 until released by the TECHNICAL MANAGER, or the CHIEF STEWARD. Cars utilizing their own on-board cameras must, at the request of the CHIEF STEWARD, provide the images for duplication and when requested, suitable on-site viewing facilities.

**1.12.2:** SCCA Pro Racing's general policy is to allow teams the use of video images attained from on-board cameras only for the purpose of driver training without charge.

## ARTICLE 2: TECHNICAL REGULATIONS

The PRR is a PERMISSIVE document. Unless a particular modification, or part, is approved in either the PRR, or a Technical Bulletin, the vehicle and all of its relevant parts and assemblies shall be stock for the 2014/2015 Crawford FL-15 chassis.

Requests for changes to the PRR must be made in writing using the PRR Change Request form available on the [Series Website](#).

### ARTICLE 2.1: VEHICLE ELIGIBILITY

**2.1.1:** Only the 2014/2015 Crawford FL-15 Chassis eligible to compete in the Formula Lites Championship Series.

Note: the Formula Lites Championship Series may be referred to as FLC in the following articles.

**2.1.2:** It is intended that the cars competing in the Formula Lites Championship Series be very similar in appearance and performance. Therefore, if an alternate part or modification is specified, it shall be used by all cars unless the OEM part is specifically allowed in lieu of the alternate part in the appropriate section.

**2.1.3:** No other modifications, or alterations from the original "as delivered" vehicle configuration will be permitted, except the REQUIRED SAFETY SPECIFICATIONS and AUTHORIZED MODIFICATIONS specifically listed in the Formula Lites Championship Series Section of the PRR.

**2.1.4:** No permitted component/modification shall additionally perform a non-permitted, therefore prohibited function. Replacement parts required to meet stock OEM specifications may be purchased from alternate standard outlets such as parts stores provided they are the exact equivalent of the stock OEM part.

### ARTICLE 2.2: SAFETY

#### 2.2.1: SAFETY INSPECTION

**2.2.1.1:** At the start of the season, and at each subsequent event, the TECHNICAL DIRECTOR, or their assigned representative(s), will conduct Annual Vehicle Inspections. Prior to being allowed on track for any official practice, qualification, or race session, all cars must meet the Annual Vehicle Inspection requirements found in Appendix A (and detailed in Appendices B-J).

**2.2.1.2:** Once the Annual Vehicle Inspection requirements have been met, the SCCA Pro Racing Annual Vehicle Inspection decal will be placed on the left roll hoop where visible.

**2.2.1.3:** Issuance of the SCCA Pro Racing Annual Vehicle Inspection decal is not an endorsement of the performance of the vehicle, or an indication that the vehicle meets all of the required vehicle technical specifications. The decal signifies that the vehicle has passed the Annual Vehicle Inspection safety requirements and will be permitted to go on course during scheduled Formula Lites Championship practice, qualifying and race sessions.

**2.2.1.4:** Any car which, after being issued SCCA Pro Racing Annual Vehicle Inspection decal, is dismantled, or modified, in any way which might affect its safety, or which is involved in an accident with similar consequences, must be re-presented, by the team, to the TECHNICAL DIRECTOR, for re-inspection. If there is damage to the chassis of the vehicle, the TECHNICAL DIRECTOR may remove the decal. A new Annual Vehicle Inspection decal will be issued after the vehicle is repaired and re-inspected.

**2.2.1.5:** At the start of the season, the TECHNICAL DIRECTOR, or their assigned representative(s), will conduct Driver Safety Equipment inspections. Prior to being allowed on track for any official Formula Lites Championship practice, qualification, or race session, all drivers must meet the Driver Safety Equipment requirements found in Appendix K.

## Article 2: Technical Regulations

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**2.2.1.6:** Once the Driver Safety Equipment requirements have been met, A SCCA Pro inspection decal will be issued, and will be placed on the left side of the helmet.

**2.2.1.7:** The TECHNICAL DIRECTOR will maintain vehicle and driver safety equipment inspection records of each entered car and driver.

### **2.2.2: CHASSIS**

**2.2.2.1:** NO MODIFICATIONS ALLOWED except as noted in these rules.

**2.2.2.2:** Only factory original bodywork is allowed.

**2.2.2.3:** The only allowable tow device will be the use of a bar extending through the top of the roll hoop.

### **2.2.3: COCKPIT**

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

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

**2.2.3.3:** On Formula Cars a straight line drawn from the top of the main hoop to the top of the front hoop must pass over the driver's helmet when the driver is seated in the normal driving position. Additionally, the top of the main hoop must not be less than two (2) inches above the driver's helmet

**2.2.3.4:** A driver's seat must be custom built to fit a specific driver. Seats may be reinspected at any time. All seats must be made of High Density Polystyrene Beads and Epoxy Resin vacuum cured with a flame resistance material covering the entire exterior of the seat.

**2.2.3.5:** The two (2) OE external (left and right) mirrors 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.

**2.2.3.6:** The Head Rest Surround In order to allow a quick removal is fitted with Cam-Locks and are marked in red.

### **2.2.4: LIGHTS**

**2.2.4.1:** The brake/rain light shall be in working order.

### **2.2.5: ELECTRICAL**

**2.2.5.1:** All cars must use a cut-off switch meeting the requirements set forth in Appendix D. The cut-off switch shall be mounted in the same location on all cars. It shall be located on the right side of the horizontal rollbar tube, next to the main hoop upright. If the driver is unable to reach the cut-off switch while in the normal seated position, a 2nd cut-off switch shall be installed within the driver's reach. The cut-off switch must be able to kill the engine with the engine running.

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## **ARTICLE 2.3: COMPETITION CONFIGURATION**

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### **2.3.1: VEHICLE APPEARANCE**

**2.3.1.1:** All team vehicles and equipment shall be neat and clean in appearance. This includes cars, pit carts, scooters and transporters.

**2.3.1.2:** The paint scheme on cars is unrestricted provided that it is appropriate. The contrast with car numbers and required decals must be adequate.

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

**2.3.1.4:** All bodywork shall be sufficiently rigid, adequately supported, and properly secured so they do not noticeably flutter, move, or deform while the vehicle is in motion.

### **2.3.2: DECALS AND PATCHES**

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 emblem on companies which may compete in the marketplace with series sponsors

**2.3.2.1:** Cars and driver suits must have decals and patches applied as specified in the Required Vehicle Decal and Driver Suit Patch Placement documents available in [Appendix J](#) and at the series trailer.

### **2.3.3: TIMING TRANSPONDERS**

**2.3.3.1:** At Formula Lites Championship events, all cars are required to use timing transponders for all practice, qualifying, and race sessions. Transponders shall be mounted on the left front of the car between the two (2) lower A arm pick-up points.

**2.3.3.2:** The required series transponder is AMB /My Laps "Tran 260 X". These are hard-wired units and can be purchased from: My laps <http://www.mylaps.com/en/products>.

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

### **2.3.4: DATA ACQUISITION**

**2.3.4.1:** Vehicles shall only be equipped with the GEMS system as delivered by FLC. All teams shall provide any, and all, of the data to the TECHNICAL MANAGER upon request

**2.3.4.2:** SCCA Pro Racing may install a GPS Data Logger in any car during any official session, and during any pre-race testing.

### **2.3.5: TIRES**

**2.3.5.1:** Dry tires must be a Pirelli DM Compound.

**2.3.5.2:** Wet tires must be Pirelli

**2.3.5.3:** All dry and wet tires used in FLC official events qualifying and race must be purchased from the FLC distributor at the track or purchased ahead of time. A maximum of two (2) sets of new dry tires can be purchased for each car for each event along with having one (1) used set of tires from the previous event on hand. Note: The only exception to the above rule is...if it is a team's car or cars first FLC event of the season then a maximum of three sets of dry tires may be purchased from FLC.

**2.3.5.4:** Tires damaged in qualifying may be replaced with tires purchased and marked at the track, from the Pirelli/FLC Distributor.

**2.3.5.5:** Tires must be used unmodified, as supplied by Pirelli/FLC. 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.

### **2.3.6: TIRE USE**

#### **2.3.6.1: DRY TIRE USE**

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

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

**2.3.6.1.3:** Teams may change one tire without penalty after qualifying. No tire changes will be allowed after the published time for cars to leave the pre-grid area. After the start of the formation lap, cars may enter pit lane and change tires. These cars will be held at pit-out and released after the start of the race and after the field clears "pit-out". Tires may be changed as needed after the start of the race.

**2.3.6.1.4:** If a team changes more than one marked tire once the qualifying session begins, that car will lose all qualifying times and

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

### **2.3.6.2: RAIN TIRE USE**

**2.3.6.2.1:** Any number of rain tires may be obtained from the official tire supplier, provided the supplier has extra tires available. Rain tires must be used as provided by the official supplier.

**2.3.6.2.2:** Rain tires may not be mixed with dry tires.

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

### **2.3.7: FUEL**

**2.3.7.1:** The official series fuel will be announced at a later date.

**2.3.7.2:** Only 93 octane gasoline is recommended.

**2.3.7.3:** The use of any gasoline performance additives is 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 \$2,000.00.

See Article 2.5.2: for Fuel Testing Procedures

### **2.3.8: LIGHT USE**

**2.3.8.1:** In low visibility (e.g. sunset, rain) the taillight shall be turned on.

**2.3.9.2:** In wet conditions, if a car produces a trail of water spray its taillight shall be turned on.

### **2.3.9: SOUND LEVEL**

**2.3.9.1:** Vehicles must produce of a reading of 94 dBA or less on a Sound Test. Unless a lower level is specified by local restrictions.

### **2.3.10: VIDEO**

**2.3.10.1:** Only the VBox WB Lite or the VBox WB Waterproof video systems are approved for use by the FLC Series. Contact Reid Scott at [www.vboxmotorsport.com](http://www.vboxmotorsport.com) for price and details

**2.3.10.2:** The CHIEF STEWARD or TECHNICAL MANAGER may at any time during the event require that memory cards of specific cars be provided temporarily to the CHIEF STEWARD for review.

**2.3.10.2.1:** The video camera system must be configured in such a manner that the system is recording whenever the car is in motion.

**2.3.10.2.2:** The video camera must be configured so as to record the entire session to one video file.

**2.3.10.2.3:** All memory cards/flash drives must be clearly marked with car number.

**2.3.10.2.4:** MicroSD memory cards must be turned in a SD card adapter. SCCA Pro Racing will not be responsible for microSD cards turned in without an adapter.

**2.3.10.2.5:** Failure to present memory cards or presenting a blank card will result in a fine.

**2.3.10.2.6:** The primary camera shall be pointed forward, in a position that allows it to record the track ahead of the car. The camera shall record objects at heights ranging from 22 inches to 52 inches, 60 inches from the front of the car.

**2.3.10.2.7:** Cameras must be mounted such that they do not vibrate excessively while the car is on track.

**2.3.10.2.8:** 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.

**2.3.10.2.9:** The video provided to series officials must record the movement of the vehicle's steering wheel. This must be accomplished in one of two ways. The primary camera may be positioned such that it records the steering wheel. Alternatively a secondary camera may be used which records the steering wheel, in which case the primary camera is not required to record the steering wheel.'

## **2.3.11: WEIGHT**

**2.3.11.1:** Minimum weight is 1325 lbs. with driver.

Note: Contact David Cooper at Crawford Composites for instructions on how and where to install the ballast. Mr. Coopers contact info is: [dcooper@crawfordcomposites.com](mailto:dcooper@crawfordcomposites.com) or (704) 483-4175 ext. 2254.

## **2.3.12: CHASSIS**

**2.3.12.1:** The chassis may not be altered unless otherwise stated. See Article 2.4.1 for authorized modifications.

## **2.3.13: COCKPIT**

**2.3.13.1:** The cockpit may not be altered unless otherwise stated. See Article 2.4.3 for authorized modifications.

## **2.3.14: BODY**

**2.3.14.1:** The body work may not be altered unless otherwise stated. See Article 2.4.2 for authorized modifications

## **2.3.15: AERODYNAMICS**

**2.3.15.1:** The front and rear wings may not be altered unless otherwise stated in Article 2.4.3

## **2.3.16: ENGINE**

**2.3.16.1:** Only Honda sealed engines p/n: #1011ARX0A0 (long block) or p/n: #TBD (complete engine) may be used. Engines may only be purchased from FLC.

**2.3.16.2:** HPG Exhaust Header p/n: TBD is required

## **2.3.17: ENGINE CONTROL UNIT (GEM)**

**2.3.17.1:** All Formula Lites competitors will be required to use the official FLC GEMS. The calibration file MUST be purchased from FLC.

**2.3.17.2:** : Tampering either electrically or mechanically with an FLC GEMS is strictly prohibited. Tampering with GEMS may result in disqualification, loss of all points and money earned at that event, and a fine of up to \$10,000.00.

## **2.3.18: FUEL SYSTEM**

**2.3.18.1:** FLC Fuel pump/pumps must be used P/N: TBD

**2.3.18.2:** FLC Fuel Injectors must be used P/N: TBD

**2.3.18.3:** FLC fuel cell must be used P/N: TBD

## **2.3.19: DRIVETRAIN**

**2.3.19.1:** The stock Hewland FTR 500 6-speed gearbox and internal parts shall be used by all cars.

**2.3.19.2: Transmission Gear Ratios** Approved Gearbox ratios are listed in Article

**2.3.19.3:** Final Drive Ratios Approved final drive ratios will be listed in Article 2.4.7.

**2.3.19.4:** Only open differentials are allowed. No modifications are allowed to any internal differential components. The Technical Manager will make the final determination if the differential has been altered

**2.3.19.5:** No treating, polishing or coating transmission, differential or axle components is permitted.

## **2.3.20: SUSPENSION AND STEERING**

**2.3.20.1:** All cars must use the OE Formula Lites parts, with no parts-

## Article 2: Technical Regulations

substituted or omitted. The following is a breakdown of components.

PART	LOCATION	PART NUMBER
Shocks	Front	TBD
	Rear	TBD
Springs	Front	TBD
	Rear	TBD
Control Arm	Front	TBD
Control Arm	Rear	TBD
Upright	Front	TBD
Upright	Rear	TBD
Hub Bearings		TBD

### 2.3.21: BRAKES

#### 2.3.21.1 Brake Pads

PFC Pads are the Official Brake Pad for FLC. All brake pads must be purchased from FLC.

**2.3.21.1.1:** Front Brake Pads must be p/n TBD

**2.3.21.1.2:** Rear Brake Pads must be p/n TBD

#### 2.3.21.2: Brake Calipers

Only FLC/PFC brake rotors and calipers of type, brand and size can be used.

**2.3.21.2.1:** Brake calipers must be used in the following locations:

POSITION	PART NUMBER
RF	TBD
LF	TBD
RR	TBD
LR	TBD

### 2.3.21.3: BRAKE ROTORS

**2.3.21.3.1:** Brake rotor part numbers are as follows:

POSITION	PART NUMBER
Front	TBD
REAR	TBD

### 2.3.22: WHEELS

**2.3.22.1:** Wheels shall be OE as delivered from FLC. Only wheels purchased from FLC wheels may be used.

**2.3.22.2:** Front wheel dimension 13" X 9" Part Number: TBD

**2.3.22.3:** Rear wheel dimension 13" X 10.5" Part Number: TBD

**2.3.22.3:** Minimum front wheel weight is TBD lbs.

**2.3.22.4:** Minimum rear wheel weight is TBD lbs.

**2.3.22.5:** Wheels may not be modified to achieve minimum weight.

**2.3.22.6:** Wheels may be painted or powder coated.

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## ARTICLE 2.4: AUTHORIZED MODIFICATIONS

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### 2.4.1: CHASSIS

**2.4.1.1:** Painting/Plating. The chassis may be painted or wrapped any color(s). Aluminum parts may be polished, anodized, coated or painted.

**2.4.1.2:** Any damage to the tub that may have resulted from crash

damage or other circumstances must be examined by the Technical Manager before proceeding with repairs. The Technical Manager will determine if the car can continue to compete after examining the extent of the damage. The Technical Manager will advise if temporary repairs will be allowed until permanent repairs can be made.

**2.4.1.3:** Holes may be drilled in the inner skin to attach Radio Boxes, data sensors, etc. using rivets or rivet nuts. The holes cannot exceed 3/16" in diameter.

#### **2.4.2: BODY WORK**

**2.4.2.1:** Paint and or Body Wrap are allowed for the chassis and body work.

**2.4.2.2:** Only factory original bodywork is allowed. Minor repairs are permitted.

**2.4.2.3:** Modifications to the external dimensions or contour to the body is not allowed. Openings cannot be added or reshaped unless specified by the following:

- Side Pod intake ducts can be reduced or blocked to help regulate engine temperature as long as it serves no other purpose.
- Protective heat exchanger screens may be added as long as the screen does not protrude outside of the side pod.

#### **2.4.3: AERODYNAMICS**

##### **2.4.3.1: Wings and Gurneys**

**2.4.3.1.1:** Gurneys will be allowed for the fixed flat front wing in heights of 1/8", 1/4" and 3/8". Only FLC supplied Gurneys will be allowed.

**2.4.3.1.2:** Gurneys will be allowed for the fixed flat rear wing in heights of 1/8", 1/4" and 3/8". Only FLC supplied gurneys will be allowed.

**2.4.3.1.3:** The second wing element may be adjusted within the range given. The front wing plane is fixed and not adjustable.

**2.4.3.1.4:** Rear wing element may be adjusted within the range given. The rear wing plane is fixed and not adjustable.

##### **2.4.3.2: Diffuser**

**2.4.3.2.1:** Holes for sole purpose of measuring ride height may be cut into the diffuser floor.

#### **2.4.4: COCKPIT**

**2.4.4.1:** All cars may make changes to the following to facilitate driver comfort and operation of the car: steering wheel (wood rim steering wheels are not allowed), shift knobs, padding, seat, foot pedals, switches, and headrest.

**2.4.4.2:** A windscreen may added as long as it is of flat stock with no compound curve. It may not be over 3 inches in height from the cockpit opening and cannot exceed 16 square inches of total surface area.

#### **2.4.5: ENGINE**

**2.4.5.1:** FLC shall notify all competitors of any engine updates including but not limited to GEM, oil system, cooling system etc. by competitor bulletins.

**2.4.5.2:** Spark plugs are restricted to Bosch P/N: TBD

**2.4.5.3:** Engine timing is set and must not be altered. Ignition timing is verified on each engine as part of sealing process. Specs will be announced at a later date.

##### **2.4.5.4: Engine GEMS**

**2.4.5.4.1:** All GEM cases will be sealed

**2.4.5.4.2:** All GEMS are Spec: GEMS EM80

**2.4.5.4.3:** GEM software access will be split into two zones:

1. Supplier Engine builders, mappers and tech will have full access via password and GIN file. The GIN file will be controlled by FLC



and changed periodically for security.

2. Customer Teams will be given a specific GIN file that allows them to connect to the GEM for the purpose of monitoring live parameters to aid in troubleshooting and downloading logged data.

**2.4.5.4.4:** The following GEM Logging Tables will be locked and those supporting sensors must be in working order for tech and engine support:

1. Engine Speed
2. Pedal Position
3. Oil Pressure
4. Oil Temperature
5. Water Temperature
6. Fuel Pressure
7. Airbox Temperature
8. Lambda

**2.4.5.4.5:** The following Electronic Components should only be serviceable by returning them to FLC:

1. GEM
2. Display
3. Power Controller
4. Paddle Shift Manifold Assembly
5. Input Expander (Data Package)
6. Wiring Harness

### **2.4.6: DATA ACQUISITION**

**2.4.6.1:** Vehicles may not be equipped with additional Data Acquisition other than what is supplied by FLC.

### **2.4.7: LUBRICATION AND FILTERS**

**2.4.7.1:** Oil filter type size and manufacture are open as long as the filter can be Installed in place of the original oil filter with no modifications.

**2.4.7.2:** The use of in-line oil filters is not permissible.

**2.4.7.3:** The engine manufacture recommends the use of any high performance synthetic based oil. Either 0-20W or 5-30W viscosity is recommended for this engine.

### **2.4.8: ALTERNATOR**

**2.4.8.1:** The alternator must be functional and unmodified at all times. Belt tension must be set to factory specifications.

### **2.4.9: AIRBOX/FILTER**

**2.4.9.1:** Any modifications to the air box/air filter is prohibited.

### **2.4.10: COOLING SYSTEM**

**2.4.10.1:** Thermostats may not be modified, removed, or replaced.

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

**2.4.10.3:** The gap between the top and sides of the radiator and the core support may be sealed with tape, silicon, foam, etc.

### **2.4.11: DRIVETRAIN**

#### **2.4.11.1: Clutch:**

The Clutch Disc's and Clutch Basket must be bolted directly to an unmodified OE FLC supplied flywheel. The only allowable clutch components are as follows:

PART	PART NUMBER
Clutch Disc	Tilton 64185-8-W-30

PART	PART NUMBER
Clutch Basket	Tilton 66-301HORA
Bolt Kit	Tilton 95-010
Flywheel	Tilton 51-1180

PART	DIAMETER (IN)	MIN. WEIGHT (LBS)
Flywheel	TBD	6.0

#### 2.4.12: SUSPENSION AND STEERING

**2.4.12.1:** The anti-roll bar end links shall be used as provided. However, the anti-roll bar end links may be connected, or disconnected.

##### 2.4.12.2: Front

Front Suspension alignment (Camber, Caster, Toe, Bump Steering) are unrestricted within the limits of the unmodified manufacture adjustments.

##### 2.4.12.3: Rear

Rear Suspension alignment (camber, caster and toe) are unrestricted within the limits of the unmodified manufacture adjustments.

**2.4.12.4:** There is no minimum ride height requirement.

**2.4.12.5:** Hardware items (e.g. nuts, bolts) may be replaced by similar items performing the same fastening function(s).

#### 2.4.13: BRAKES

**2.4.13.1:** Brake master cylinder sizes are unrestricted; they must be of the same type and manufacture as originally equipped. The use of any non-OE master cylinders must be pre-approved by the Technical Manager and FLC.

**2.4.13.2:** Anti-knock back springs must be used inside the calipers behind each piston.

**2.4.13.3:** Quick disconnect fittings may be used on brake lines.

**2.4.13.4:** Minimum machined brake rotor thickness is 17mm.

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### ARTICLE 2.5: TECHNICAL PROCEDURES

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#### 2.5.1: IMPOUND

**2.5.1.1:** As soon as the Checkered Flag is waved, all competing Cars as directed by the TECHNICAL MANAGER must proceed to Impound together with a Team representative and under the supervision of the Series Officials. A Car not driven directly and immediately to Impound may be Excluded. It is incumbent on each individual team to determine whether their car to report to Impound.

**2.5.1.2:** A Team representative must be present at Impound so as to be informed of any decisions taken regarding possible technical checks.

**2.5.1.3:** 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.

**2.5.1.4:** Teams may not work on any car directed to impound until directed to do so by SCCA Pro Racing officials. The entrant shall stand the expense of disassembly, inspection, and reassembly. It is the duty of each team to satisfy the TECHNICAL MANAGER and the CHIEF STEWARD that his automobile complies with these regulations in their entirety at all times during an event.

**2.5.1.5:** 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.

**2.5.1.6:** 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.

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

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

**2.5.1.9:** 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.

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

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

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

**2.5.1.12: Non-compliant Parts**

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

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

**2.5.1.14:** 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.

**2.5.2: FUEL TEST**

Fuel will be tested for color, specific gravity, dielectric constant, reagents, and any other method deemed appropriate by the TECHNICAL MANAGER. All fuel will be tested against a sample obtained from the supplier at the track.

**2.5.3:** SCCA Pro Racing reserves the right to confiscate a tire from a competitor and/or manufacturer at any time for purposes of inspection and/or laboratory analysis

**2.5.5:** SCCA Pro Racing may require a competitor/entrant to replace one or more, components with a manufacturer's original/replacement, or other approved, component at any time prior to the competition (e.g. intake manifold, air flow sensor).

## APPENDICES

### APPENDIX A: GENERAL TECHNICAL & SAFETY INSPECTION

The areas covered in a technical inspection vary in each series, the following points apply to, and should be checked for, all cars entered in a SCCA Pro Racing Series.

**A.1:** Eligibility for series.

**A.2:** The proper display of all required decals and patches.

**A.3:** Complete bodywork and tires appropriate for series.

**A.4:** Engine compartment shall be clean with no fluid leakage visible.

**A.6:** Battery securely mounted and hot leads insulated.

**A.8:** Securely mounted driver's seat.

**A.10:** Firewall, floor, bulkheads and enclosures provide appropriate protection, separation and prevent accumulation of fluids.

**A.11:** On board fire extinguisher system per [Appendix B](#).

**A.12:** Master electrical cut-off switch in conformance with [Appendix C](#).

**A.13:** Operating rain light.

**A.15:** Oil and coolant catch tanks per [Appendix D](#).

**A.18:** Driver restraint system in conformance with [Appendix E](#).

**A.19:** Roll cage in conformance with [FIA Standards](#).

**A.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.

**A.21:** Drivers shall be able to demonstrate their ability to get out of their car in a timely fashion. [For Formula Lites Championship](#) 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. 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 safety harness, disconnect all ancillary systems, get out of the car, and must be standing with both feet on the ground in the specified time.

**A.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.

**A.23:** Fuel sample port in conformance with [Appendix M](#).

**A.24:** Towing Apparatus in conformance with series requirements.

### APPENDIX B: 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.

### **B.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.

### **B.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.

**B.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.

**B.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.

**B.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.

**B.6:** The system must work in any position, even when the car is inverted.

**B.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.

**B.8:** The firing safety pin(s) shall be removed before the vehicle leaves pre-grid.

## **APPENDIX C: MASTER ELECTRICAL CUT-OFF SWITCH**

**C.1:** The driver, when seated normally with the safety belts fastened, and the steering wheel in place, must be able to cut off all the electrical circuits, except the circuit for the fire system, by means of a spark proof breaker switch. This switch must be located on the dashboard, or center console, and must be clearly marked by a symbol showing a red spark in a white edged blue triangle.

**C.2:** If the master electrical cut-off switch used by the driver is located within 12" of one of the front door window openings a second electrical cut-off switch is not necessary. Otherwise, a second cut-off switch must be fitted which must cut all electrical circuits (ignition, fuel pumps, alternator, lights, battery, etc., but not the fire extinguisher system). It

also must be clearly marked by a spark symbol on a blue triangle. The approved locations for the second switch are; along the A-pillar, along the B-pillar, or on the windshield cowl. The second electrical cut-off switch shall be located in close proximity to the second switch/apparatus for the fire extinguishing system.

**C.3:** If the car is a formula car, or sports racer, the preferred location for a second cut-off switch is the right main roll bar tube at approximately driver's shoulder height.

**C.4:** Any exposed electrical contacts on the switch(s) shall be covered.

## APPENDIX D: OIL AND COOLANT CATCH TANKS

**D.1:** Engine vent, or breather lines, must empty into a translucent oil catch tank with a minimum capacity of one (1) quart.

**D.2:** Transmission, and/or differential, vents, or breather, lines shall be designed to avoid leakage.

**D.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.

**D.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.

**D.5:** These containers cannot be mounted in the driver/passenger compartment.

**D.6:** In lieu of translucent catch tanks, a sight tube may be used on the side of the catch tanks.

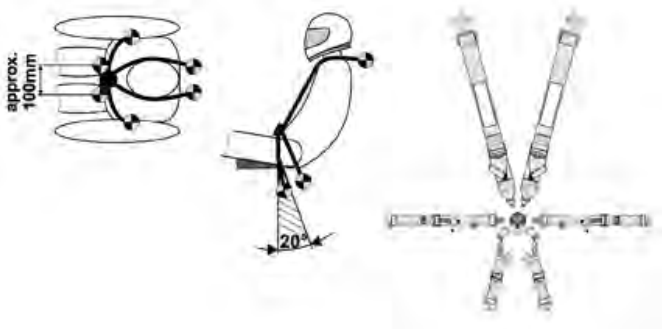
## APPENDIX E: DRIVER'S RESTRAINT SYSTEM

### E.1: HARNESS BELTS

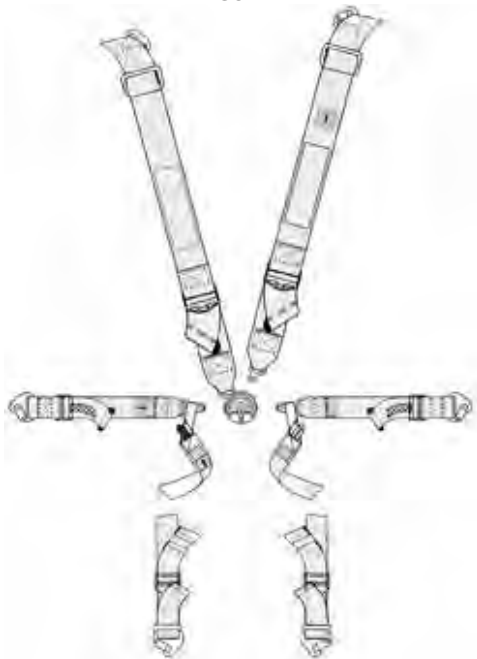
All drivers in SCCA Pro events must utilize either a six or seven point, restraint harness with a two inch or three inch lap belt meeting the following specifications at all times during practice, qualifying, and the race. There are three basic configurations of harness belts permitted. The primary difference in each type of harness is the configuration and mounting of the leg straps.

**E.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**


**E.1.2: Hybrid Belt** - Six or seven point system for automobiles with an upright OR semi-reclined seating position. See figure 4 for belt layout. Figure 1 shows upright/forward mounting. Figure 2 shows reclined/rearward mounting. Consists of a two-inch or three-inch lap belt, three-inch shoulder straps (two-inch allowed with HANS®), and two, approximately two-inch, leg straps.

**FIGURE 4**


In this configuration, the leg straps are looped around the lap belt connectors on either side of the locking mechanism. Anti-submarine straps can be mounted in either the Standard Belt mounting configuration or in the Formula Belt mounting configuration. If the Formula Belt mounting configuration is used, a seventh point can be added. Forward mounting position is recommended for upright seating positions.

## E.2: TWO INCH LAP BELTS

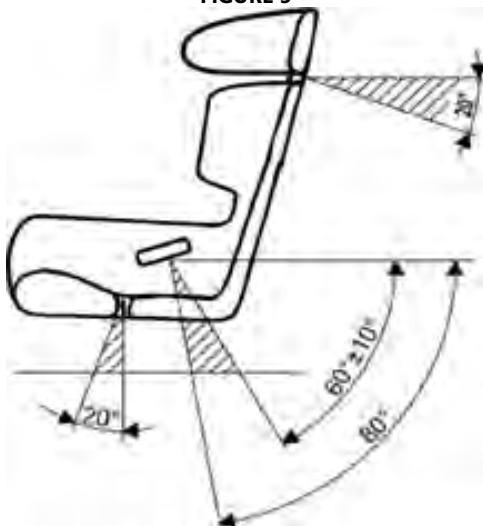
Two-inch lap belts are strongly recommended. Two inch lap belts have been shown to provide faster loading of the lap belt resulting in lower loads to the chest, head, and neck. Fitment around the pelvis is better allowing the belt to be worn tighter while being more comfortable and easier to adjust. The smaller adjusters are less likely to get caught up in

the small lap belt holes provided in most seats.

### E.3: LAP BELT MOUNTING

**E.3.1:** The lap belts shall be mounted rearward of the pelvis, between two lines drawn at 60-degrees, and 80-degrees, below the horizontal.

**FIGURE 5**



**E.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.

**E.3.3:** Lap belt mounting points must be integrated with the frame of the car or to specific welded mounting tabs on the roll cage. If mounting points are located on seat brackets, they must be certified by the bracket manufacturers specifically for such use. Mounting points created in the floor or transmission tunnel must be reinforced with backing plates of sufficient size to spread the load.

**G.3.4:** Lap belts with bolt on connections must allow bracket to pivot either by use of a machined sleeve or by backing the lock nut off just enough so that bracket can pivot. This is critical to prevent loading of one edge. Eye bolts must be aligned properly so that the snap-on connector is not twisted or loaded at an angle that might load one edge of the webbing while the harness is being used.



FIGURE 6

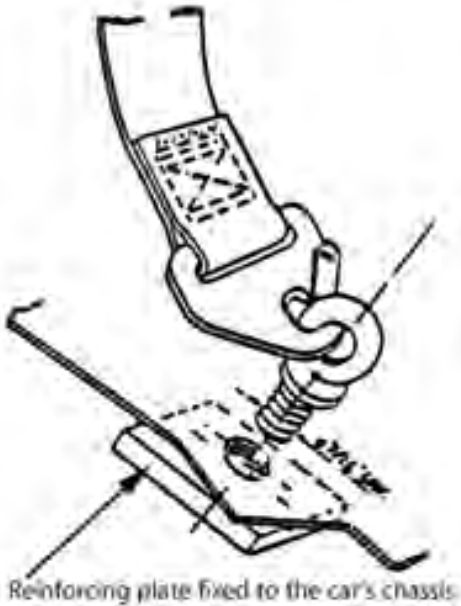
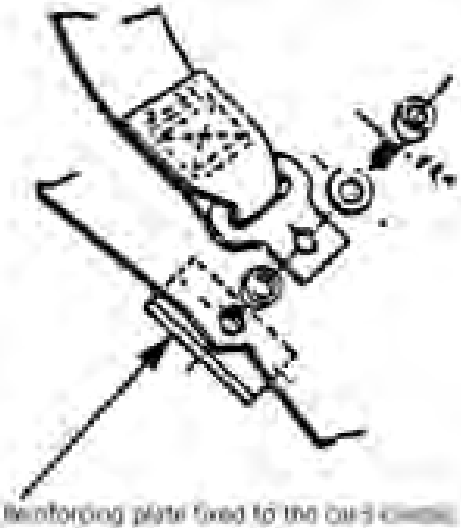


FIGURE 7



#### E.4: SHOULDER STRAP MOUNTING

**E.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.

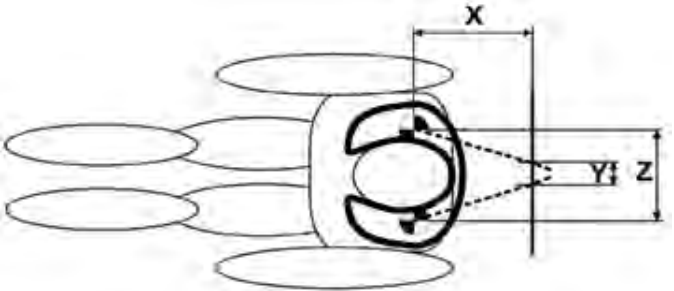
**E.4.2:** The shoulder harness shall be mounted as closely behind the seat back as possible, not to exceed twelve-inches (12").

**E.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.

**E.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  $Y = Z - (X \cdot .40)$  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**



**E.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.

**E.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.

**E.4.7:** Sternum straps are not recommended.

## **E.5: ANTI-SUBMARINE LEG STRAP MOUNTING**

**E.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.

**E.5.2:** A separate attachment point connection must be provided for each leg strap.

**E.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.

**E.5.4:** Bolts and eye-bolts through the floor must be reinforced with backing plates provided by the harness manufacturer or large washers on the underside to spread loads.

FIGURE 9

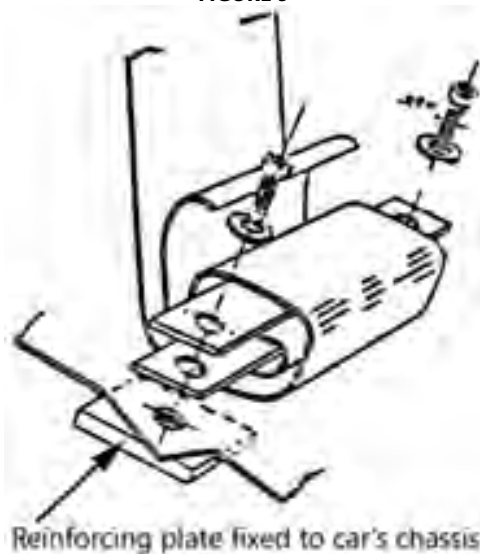
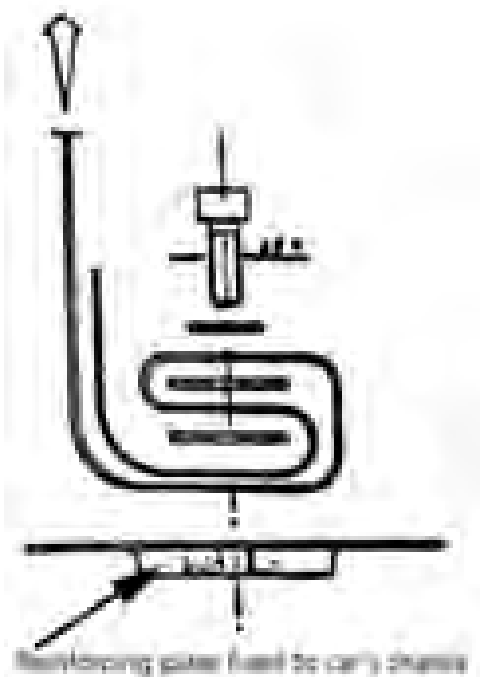


FIGURE 10



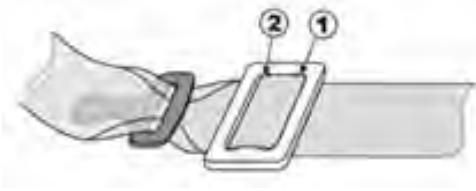
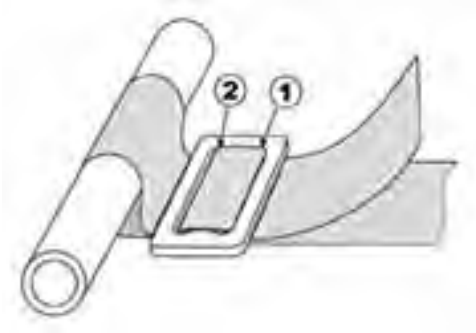
**E.5.5:** Wrap mounts to specific bars as part of the cage are allowed using only wrap mount hardware provided by the harness manufacturer following the manufacturers defined wrapping instructions.

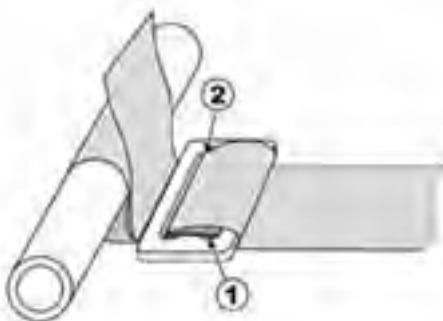
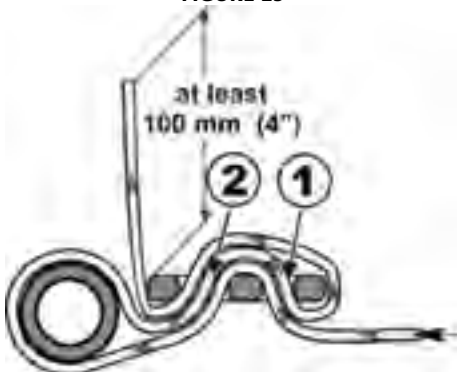
**E.5.6:** Formula belt and Hybrid belt anti-sub leg straps may share the lap belt mounting point in rearward mounting installations providing there is a direct unencumbered routing as outlined in the belt descriptions.

#### **E.6: THREE BAR ADJUSTERS**

3-bar adjusters may be used for wrap mounting shoulder belts around harness bars or leg straps around mounting bars. The adjusters can also

be used to secure webbing wrapped through attachment hardware. When 3-bar adjusters are used, they shall be placed as close to the mounting points as possible. Figures 11-15 have the proper wrapping techniques detailed in them.

**FIGURE 11****FIGURE 12****FIGURE 13**

**FIGURE 14**

**FIGURE 15**


**E.7:** The minimum acceptable bolts used in the mounting of all belts end harnesses are SAE Grade 5. Where possible, seat belt, shoulder harness, and anti-submarine strap(s) should be mounted to the roll structure, or frame of the car. Where this is not possible, large diameter mounting washers or equivalent should be used to spread the load. Bolting through aluminum floor panels, etc., is not acceptable.

**E.8:** SFI Certification - Harness systems may be certified to SFI spec 16.1 or 16.5, and shall bear the appropriate label(s). This certification shall expire on December 31st of the 2nd year, after the year of manufacture. The harness system may be sent to the manufacturer for re-webbing and recertification.

FIA Certification - Harness systems may be homologated by the FIA to specification 8853/98, and shall bear the appropriate label(s). It is recommended that the harness system be replaced every three (3) years, but the mandatory replacement date is the 5th year after production. The expiration date, instead of the date of manufacture, is printed on the FIA label(s).

**E.9:** Regardless of the date of manufacture, the safety harness shall be replaced if the webbing is cut, frayed, significantly faded, or if any of the buckles are bent/cracked, or if the car has been in a severe impact. If any of these conditions exist, the TECHNICAL MANAGER shall cut the certification labels off of the harness. The team will then have to return the harness to the manufacturer for recertification. All belts in a harness set must be "in-date" to be used. Belts that share a common load such as the shoulder belts, or the lap belts, or the sub-straps shall be replaced/rewebbed together, and have the same date of manufacture.

## APPENDIX F: 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 rollcage by using an industrial adhesive to bond a metal, force distributing, plate onto the back of the seat and then attach the metal plate to a support that attaches to the rollcage. All cars shall have leg support pieces running longitudinally along each side of the drivers legs between the seat and foot pedals to provide lateral support, thereby limiting side-to-side movement of the legs, in case of a side impact accident. The support pieces must be flush with the thigh supports on the seat and run forward in a straight line as far as possible without interfering with the driver's operation of the control pedals. The leg supports must be solidly mounted, especially at the point where the leg support meets the seat, so that lateral bending of the leg can not occur.

## APPENDIX G: DRIVER SAFETY EQUIPMENT

The following is required during all on-track sessions:

**G.1:** A full-faced safety helmet certified to one of the following standards;

- Snell Memorial Foundation - SA2005, SAH2010, SA2010
- SFI Foundation - Spec 31.1
- British Helmet Standard - BS 6685-85 Type A/FR
- FIA Standard 8860-2004 or Later

Note: Accident-damaged helmets shall be given, or sent, by the driver, or his representative, to SCCA Pro Racing, LLC, P.O. Box 19400, Topeka, KS 66619-0400. It will be forwarded to the certifying organization. Details of the accident should be included.

**G.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.

**G.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.

**G.4:** Fire-resistant underwear is required with all FIA spec 8856-2000 suits, and all suits with an SFI rating of less than 3.2A/10. Only fire-resistant underwear consisting of a long sleeve top and long pants are allowed.

**G.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.

**G.6:** Any corrective eye glass material used shall be of safety glass-type, and meet U. S. Government standards.

**G.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.

**G.8:** Drivers must use arm restraints.

**G.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 H: 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 I: FLAGS USED DURING EVENTS

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.

#### I.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.

#### I.2: BLACK & WHITE DIVIDED DIAGONALLY

Should be shown once only and is a warning to the driver concerned that he has been reported to the CHIEF STEWARD for unsportsmanlike behavior. Should be displayed with a number board with the number of the car being warned.

#### I.3: BLACK

Summons competitor to Series Officials in pit lane for consultation and/or penalty. Shown with number board from start/finish and designated station(s) on the circuit. Competitor to comply on the next approach to pit entry. Failure to obey within 4 laps may result in disciplinary actions.

#### I.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 DIRECTOR.

#### I.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.

#### I.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.

### I.7: YELLOW, DOUBLE

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

### I.8: RED

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

### I.9: SOLID BLUE OR BLUE WITH YELLOW DIAGONAL

Motionless: another competitor is following you and may be trying to pass.

Waved: be aware that another competitor may be rapidly overtaking you.

Both: use caution and sportsmanship; allow racing room and do not make abrupt changes in direction.

### I.10: YELLOW WITH RED STRIPES

Caution, the racing surface may be affected by fluids or debris.

### I.11: WHITE

Caution, you are approaching a slow moving vehicle.

### I.12: WHITE WAVED AT START/FINISH

Indicates the last lap of a competition.

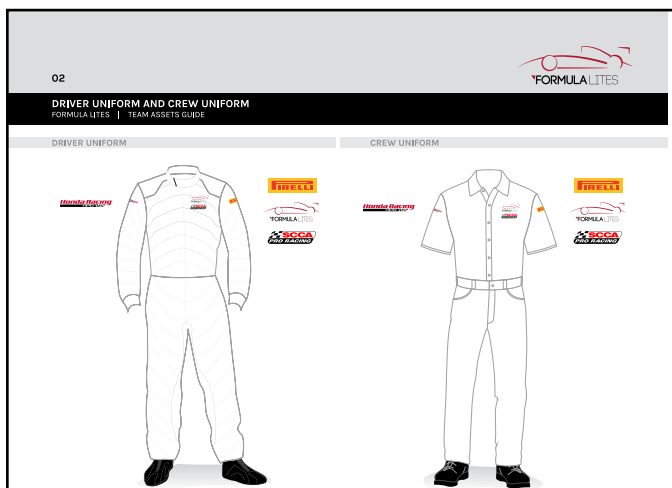
### I.13: WHITE WITH RED DIAGONAL AT START/FINISH

Emergency vehicles are on course.

### I.14: BLACK & WHITE CHECKERED

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

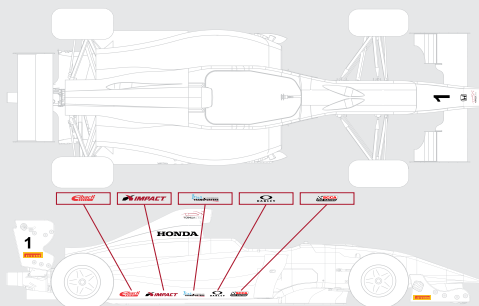
## APPENDIX J: DECAL AND PATCH PLACEMENT





**IMPORTANT!**

Vehicle numbers are assigned to each location on the car (e.g., the nose and steering and plates as shown in diagram).



## APPENDIX K: GLOSSARY

**K.1: ASN** (National Sporting Authority) - A national governing body of automobile competitions recognized by the FIA.

**K.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.

**K.3: ACCESSIBLE** - Capable of easily being reached.

**K.4: ACCUS-FIA** (Automobile Competition Committee for the United States-FIA, Inc.) - The ASN of the United States of America.

**K.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.

**K.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.

**K.7: AIRFOIL** - Any device, or part of a car, which has a principal effect of creating aerodynamic downforce.

**K.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.

**K.9: ASSOCIATED PARTS** - The parts, hardware, etc. needed to make a component, or system, work.

**K.10: AUTOMOBILE** - A land vehicle running on at least four non-aligned complete wheels, of which at least two are used for steering and at least two for propulsion.

**K.11: BLOCKING** - Drivers are permitted one (1) move to choose/protect his line. Any moves above the permitted one move will be considered to be blocking and may result in penalties.

**K.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.

**K.13: CAR** - See "Automobile". Used in PRR in reference to the automobiles approved for competition.

**K.14: CHASSIS** - The structural part of the automobile that the body and mechanical systems are attached to.

**K.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.

**K.15: COLD AIR INDUCTION** - Takes cold air into engine without pressurizing the air

**K.16: 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.

**K.17: 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.

**K.18: DOOR** - That part of the bodywork that opens to give access to cockpit. Does not include window, or rear hatch on hatchbacks/wagons.

**K.19: DOUBLE-FILE LINE** - Two adjacent, single-file lines.

**K.20: DRIVER** - A person named as the driver of an automobile in any competition.

**K.21: DUCT** - A pipe, tube, or channel that conveys a substance.

**K.22: ELECTRONICALLY CONTROLLED** - Any command system, or process, that utilizes semi-conductor or thermionic, technology.

**K.23: 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).

**K.24: ENCLOSED** - Surrounded by a material.

**K.25: ENTRANT** - A person, or organization, whose entry is accepted for any competition.

**K.26: EVENT** - Shall consist of official practice, qualifying and a race(s).

**K.27: FAIRING** - A part, or structure, whose primary function is to produce a smooth outline to reduce drag and air resistance.

**K.28: FASTENER** - Any mechanism which serves no other purpose than to cause a component to maintain a fixed position (e.g. bolt, nut, screw).

**K.29: FIA** (Federation Internationale de l'Automobile) - The International Federation of National Automobile Clubs.

**K.30: FINISHER** - See Article 1.9.4.

**K.31: FIREWALL** - A metal bulkhead separating the cockpit from the engine compartment, preventing the passage of flame and debris.

**K.32: FLOORPAN** - The material that makes up the bottom of the cockpit, from the firewall rearward.

**K.33: FOOTWELL** - The areas of the floorpan where the occupants place their feet while seated. Does not include areas under OEM front seats.

**K.34: FORCE MAJEURE** - An event or effect that cannot be reasonably anticipated or controlled; an Act of God.

**K.35: 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.

**K.36: INTAKE** - An opening through which fluid/air enters an enclosure.

**K.37: INTERNATIONAL SPORTING CODE** - Texts of the various regulations as published by the FIA.

**K.38: 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."

**K.39: LUBRICANT** - A substance which can be interposed between mov-

ing parts of machinery to make surfaces slippery, reduce friction, and prevent sticking between surfaces.

**K.40: 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.

**K.41: METALLIC** - Any material having iridescent, and/or reflective properties. Made out of metal.

**K.42: 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.

**K.43: ORIGINAL PROFILE of BODYWORK** - Also referred to as OE profile of bodywork. Shall include all lines, creases, openings for ducts/vents, etc.

**K.44: OUTLINE** - A line that marks the outer-limits of an object or figure.

**K.45: PASS** - The overtaking car is clear ahead of the overtaken car.

**K.46: PERFORMANCE PARITY** - Parity based on performance characteristics such as cornering ability, top speed, braking ability, etc. This is not the same as competitive parity.

**K.47: PWC** - Pirelli World Challenge

**K.48: 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 massflow 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.

**K.49: REAR SEAT PLATFORM** - The raised area of the floorpan where the bottom cushion of rear seat is mounted.

**K.50: 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).

**K.51: RESTRICTIVE** - Serving to restrict and regulate.

**K.52: SANCTION** - The documentary authority, granted by SCCA Pro, to organize and hold a competition.

**K.53: 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.

**K.54: SEVERE BODY DAMAGE** - When bodywork is damaged to the extent that one, or more, body panels require replacement, or significant repair.

**K.55: 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.

**K.56: SPECIFICATION** - Detailed dimension, measurement, etc.

**K.57: SPEED EVENT** - An event characterized by one or more of the following conditions:

**K.57.1:** The relative maximum performances of vehicles are assessed by timing them over a given distance, or a given time duration.

**K.57.2:** 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.

**K.57.3:** Vehicles are driven at, or close to, their maximum speeds.

**K.58: SPRUNG SUSPENSION** - The means whereby, all complete wheels are suspended from the body/chassis unit by a spring medium.

**K.59: 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.

**K.60: SUPERFICIAL ACCIDENT DAMAGE** - Minor damage to paint and bodywork, not the chassis, drivetrain, or suspension.

**K.61: SUPPLEMENTARY REGULATIONS** - Additional regulations for a specific event which supplement the PRR General Regulations.

**K.62: SURROUND** - To enclose on all sides.

**K.63: SURVIVAL CELL** - The area located inside of the rollcage structure located within the cockpit of the car.

**K.64: SUSPENSION STABILIZER**

**K.64.1:** 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.

**K.64.2:** 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.

**K.65: TELEMETRY** - The transmission of data between a moving car and anyone connected with the entry of the car.

**K.66: TOOL** - An implement for performing or facilitating mechanical operations. Cannot be a person.

**K.67: TRACK** - The maximum distance that can be measured from a point on the passenger side complete wheel to a point on the drivers side complete wheel.

**K.68: TURBOCHARGING** - See "Supercharging".

**K.69: VEHICLE** - See "Automobile". Used in PRR in reference to the automobiles approved for competition.

**K.70: VISIBILITY** - Capability of being seen, perceptible to the eye, apparent, evident.

**K.71: WELDING** - The process of fusing one or more components into a single unit (e.g. TIG, MIG, soldering, brazing).

**K.72: WHEEL** - Center and rim. The addition of a tire constitutes a "Complete Wheel".

**K.73: WHEEL RIM WIDTH** - Shall be measured from bead seat to bead seat.

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