

**2018 SAN FRANCISCO REGION RULES  
FOR SEALED SPEC C5 CORVETTE (SSC5)**



## CLASS RULES FOR SEALED SPEC C5 or SSC5

*MAX Rear Wheel Power (Sealed) 350RWHP and 355RWTQ*

*MIN Weight (with driver per GCR 9.3) 3250lbs*

**[An Item in RED with an asterisk\* may indicate a Contingency Rewards Program]**

The SSC5 class is limited to stock (Non Z06) base-model C5 Corvettes (1997 to 2004). The vehicle identification number (VIN) shall correspond with the model year classified. VIN plates or stampings shall remain in place. There must be at least one VIN plate or stamping on the dashboard or chassis that corresponds with the model year classified.

**[A] PURPOSE:** The SSC5 class incorporates the purposes of the Touring Category, with the added purpose of providing close competition between cars of the same make and model which have been dyno tested and sealed to offer similar performance.

**[B] INTENT:** SSC5 vehicles shall, at all times, be in compliance with the specifications contained within their Factory Shop/Service Manual(s) except as modified by these rules. Factory Shop/Service Manuals may come in the form of printed material, microfiche, CDs, DVDs and/or Internet access to manufacturer sponsored web-based databases. It is the responsibility of the competitor to provide the electronic device capable of accessing electronically-stored or Internet data for compliance verification. *In addition, all SSC5 cars must comply with Section 9 of the current GCR.*

**[C] SPECIFICATIONS:** Competitors in SSC5 must have in their possession a Factory Shop/Service manual or its equivalent (See TCS section 9.1.10.B) for the specific make, model and year of the automobile entered. This manual or its equivalent will assist in determining the originality and configuration of the automobile, and shall be presented at Technical Inspection for every event and when otherwise so officially requested. If the Factory Shop/Service Manual is not available, then competitors shall have a copy of the official SCCA Vehicle Technical Sheet (VTS) with them at every event and shall present it for reference when officially requested.

**[D] MODIFICATIONS (Configuration)** Permitted components or modifications may not perform a prohibited function. Updating or backdating is not allowed, except as specifically authorized in these rules.

### 1. ENGINE

#### a. Component Modification

1. Overhaul procedures which in the slightest way could increase performance beyond factory specifications may not be utilized, e.g. porting/polishing, etc.

2. Blueprinting and balancing is allowed.

3. No engine component(s) may be modified in any manner not specifically permitted or authorized by the Factory Service Manual or legitimate Factory Technical Bulletins.

4. Engine **preparation\*** shall comply with all of the following rules:

A. All internal engine components used in rebuilding or refurbishing the engine must have been offered for sale by GM/Chevrolet in the US for the correct year and VIN of the year, model and VIN of that particular Corvette, except as otherwise provided for in these rules. This rule is intended to prevent the use of aftermarket parts and/or GM/Chevrolet parts of incorrect specification or application.

B. Assembly, rebuild, and refurbishing procedures, and all resulting dimensions, must adhere to the published factory service specifications and service procedures, except as otherwise stated in these rules.

C. No component may be added or omitted from those specified by the published factory service procedures. All components must be of standard dimension. However, it is permitted to use industry standard procedures to repair damaged components other than the engine (e.g., welding a transmission or differential housing). Any water pump, timing chain, or alternator of OEM design, dimensions, and specification may be used regardless of origin.

D. If the Factory Service Manual or these rules provide only a partial specification or no specification at all, compliance shall be determined by comparison with new parts supplied by GM/Chevrolet.

E. No modification is allowed to any fuel injection or engine management component, or to any electrical, cooling, or lubrication system, except as specifically authorized in these rules. All systems are subject to factory test procedures and must conform to OEM specifications as stated in the GM/Chevrolet Factory Service Manual.

F. Unless otherwise specified, the engine maintenance procedures allowed include the replacement, but not modification, of external engine parts and engine system parts. All parts within the engine must be stock GM/Chevrolet OEM parts.

G. Compression ratio may not exceed **10.5:1** (Stock LS1 compression ratio is 10.1:1).

H. In addition, the engine shall be dynamometer tested and sealed by Kevin Murray or his technician at MCE Racing (530.934.3237), or by another SFR-approved dyno shop and technician, and shall read no more than **350 RWHP** or **355 RWTQ**.

I. The dyno process shall be conducted as follows:

- a. The dyno shop shall supply, gap and install a standard ACDelco spark plug for the model year as specified in the GM/Chevrolet factory service manual, gapped at the positive electrode end as specified in the factory service manual.
- b. The dyno shop shall check for proper oil levels using MCE retained C5 oil dipstick and shall check to ensure the oil measurement system has not been altered.
- c. The dyno shop shall tune the SSC5 engine to target HP target window of 350 HP +/- 1.5 HP and 355 RWTQ +/- 3 ft lbs by adjusting the distributor and/or the MAF valve. All testing shall be performed before the engine cooling fan starts.
- d. While checking the HP, the dyno shop shall look for any indication of an out of range power train drag issue by performing a negative HP test using a Dynojet 224X dyno.
- e. An engine that cannot be raised to meet the HP target may be sealed with the owner's approval after notification of that result.
- f. If the engine fails, the driver may only be told that the car could not meet the SSC5 sealing criteria for the following reason(s):
  - i. One or more seals were found to be damaged or missing.
  - ii. The HP test was above the target range.
  - iii. The negative HP test was above the target range.
- g. Once the engine is in the proper HP target range, the dyno shop shall seal the oil pan, valve cover, ECU, airflow sensor and cam sensor using the proprietary SF Region color/bar code detection system approved by SFR Tech.
- h. The seals to be installed on the engine shall be pre-approved by, and registered with, SFR Tech. Once installed, it is the sole responsibility of the competitor to make sure the seals remain secure and intact at all times.
- i. Upon request, each dyno shop shall provide SFR Tech with a supply of its proprietary engine seals.
- j. At any SFR Regional Event, any SSC5 car may be selected for a compliance check, which may include a dynamometer check for max RWHP and RWTQ using a SFR-designated dyno shop.
- k. The Chief Steward at an SFR Regional Event may order seals broken so that a valve cover and spark plugs can be removed and a pair of rocker arms disabled at impound to check the engine for compression ratio via "Whistler," for volumetric displacement via P&G meter or for cam timing and/or profile via a Cam Pro Plus analyzer in the car. If the engine is found to be compliant, Tech shall reseal the engine.
- l. A car with a missing or damaged seal, or with a dynamometer reading greater than 350 RWHP or 355 RWTQ, shall be disqualified from that event, and may not compete

until re-tested and re-sealed at the owner's expense. All compliance and testing results shall be posted at SFR Tech.

m. The car shall be deemed to fail the dyno inspection only if it is determined from the dyno process that the car's RWHP was above the target levels, the car's negative RWHP was above the target range, or a compliance seal was found to be broken or tampered with. The dyno shop shall notify the SFR Chief of Tech why the car failed.

n. The dyno shop shall also provide an SCCA witness statement and meet with the SOM as required to document the results of the testing for the purpose of assessing penalties. In the event a car fails its dyno test, a copy of the dyno sheet shall be supplied to the SOM and the SFR office.

### **b. Induction System:**

1. The throttle body (Part #17113564 for 1997-1999, Part #17113669 for 2000-2004) and MAF may be replaced with OEM replacement parts. However, the throttle body may not have a diameter greater than that of the stock throttle body diameter (75mm), and the method of throttle body actuation may not be modified from stock (i.e. fly-by-wire vs. cable).

2. The air intake ahead of the MAF may be modified or replaced with an **aftermarket unit\*** so long as it is located in front of and does not replace the MAF, and any air filter element that fits that unit may be used.

3. An unmodified LS6 intake for a C5 may be installed as an upgrade on a pre-2000 C5 Corvette. Associated LS6 intake Part Numbers: 88894339, 88890524, 88890523, 12573572, 12561184.

4. Only OEM Factory stock as manufactured by GM/Chevrolet LS1 & LS6 intake manifolds made for and installed on the 97-04 C5 Corvette are allowed with no modifications. Either of the two intakes may be used on any year C5.

### **c. Block:**

1. The OEM engine block may not be modified or polished in any way and cylinder bore dimensions must remain as originally specified by the Factory Service Manual. No "oversize" bores are allowed.

2. The OEM engine block (Cast Part #s 12550592 yrs 97-99, 12559846 yrs 98-00, 12559090 yr 98, 12559378 yrs 00-02, 12560626 yr 00, 12561168 yrs 01-04, 12561166 LS1 replacement Chevy Performance Catalog) may be decked/milled so long as the compression ratio remains within these rules.

3. Honing of cylinders is permitted to a maximum/minimum standard diameter of 3.898" +.002"/-.002".

4. Cast iron cylinder liners (sleeves) are permitted.

5. Balancing and blueprinting of the block and rotating assembly is allowed, but there may be no increase in displacement.

**d. Cylinder Heads:**

1. The gasket face of the cylinder head may be resurfaced provided the maximum compression ratio is not exceeded and the minimum cylinder head height is maintained.

2. Any head gasket is allowed so long as compression ratio does not exceed the limits set by these rules.

3. The cylinder heads may not be ported, polished, or machined except as specified within these rules.

4. No material may be added to the cylinder heads of any type.

5. Port matching is allowed so long as no material is removed more than 1/2" from the outside flange surface.

6. Any valve cover may be used provided the coil packs are in the stock OEM location.

7. A standard 3 angle valve job is allowed, but no metal may be removed from the combustion chamber bowl.

8. Only cylinder heads with the following part numbers are allowed:

LS Gen III Small Block Chevrolet Cylinder Head Casting #s								
Casting #	Usage	Port Type	Year	CID	CC	INT	EXH	Mat'l
10215339	LS1	CATHEDRAL	97 CORVETTE	346	67	200	70	AL
12558806	LS1	CATHEDRAL	97-98 CORVETTE/F-BODY	346	68	200	70	AL
12559863	LS1	CATHEDRAL	99-02 CORVETTE/F-BODY	346	68	200	70	AL
12559853	LS1	CATHEDRAL	99-02 CORVETTE/F-BODY	346	68	200	70	AL
12564241	LS1	CATHEDRAL	00-04 CORVETTE	346	68	200	70	AL

**e. Camshaft and Valve Gear:**

1. All valve sizes, seat dimensions, and angles, etc., shall conform to the specifications and

procedures outlined in the Factory Service Manual.

2. In addition, all of the following is required:

- A. The standard LS1 camshaft (Part #12561721, 12560968, 12560964, or 12554710 depending on year and availability) and the standard LS1 camshaft and crankshaft sprockets (camshaft sprocket, Part #12576407; crankshaft sprocket, Part #12556582).
- B. The timing chain must be installed as specified in the GM/Chevrolet Factory Service Manual, and cam timing may not be altered.
- C. Only an OEM reluctor ring (Part #12559353 -24x or #12586768 - 58x) and OEM sensors (Crank Position Part #12560228, Cam Position Part #12561211) are allowed.

**f. Valve Train:**

- 1. Only standard size LS1 intake and exhaust valves (Part #s12563063 intake, 12563064 exhaust) may be used, with no machining allowed except as necessary to mate the valve to the valve seat in accordance with the GM/Chevrolet Factory Service Manual.
- 2. Any valve guide and seal may be used.
- 3. Any pushrod matching OEM specifications is allowed.
- 4. Only OEM GM/Chevrolet lifters (Part #17122490; individual lifter, #12499225 lifter kit) are allowed.
- 5. Only OEM LS1 5.7L rocker arms and pivots (Part #10214664 rocker, with 1.7 to 1 ratio) are allowed.
- 6. Only OEM LS1 valve springs and seats (Part #12589774 spring, #12482063 seat/seal) are allowed.

**g. Crankshaft:**

- 1. The stock Chevrolet LS1 crankshaft (Part #12559354) may not be modified except for machining to allow for balancing and blueprinting.
- 2. Shot-peening to stress-relieve the crankshaft after machining is allowed.
- 3. Only OEM or equivalent aftermarket main and rod bearings may be used, but they must be within the standard ranges allowed in the GM/Chevrolet Factory Service Manual and may not be modified in any way.
- 4. The crank triggers (Part #12560228) and crank pulley/balancer (Part #12560115) may not be altered or modified in any way.

#### **h. Connecting Rods:**

1. Only GM/Chevrolet OEM connecting rods (Part #12568734) are allowed.
2. Connecting rods may only be modified for balancing and blueprinting purposes.
3. Eye-to-eye dimension and crank-journal-bore-to-wrist-pin-bore dimension must meet factory specifications.
4. Wrist-pin-centerline-to-deck measurement must meet factory specification

#### **i. Pistons:**

1. Chevrolet OEM pistons (Part #88984245 bare piston; #12575663 set) must be used and the weight of each piston must meet OEM specifications (434 grams).
2. No machining is allowed on the top deck of piston; and no machining or modification elsewhere on the piston is allowed other than that necessary to match piston weights.
3. Only GM/Chevrolet OEM LS1 piston rings (Part # 88984247) are allowed, but modification of the piston ring end gap width is allowed.

#### **j. Fuel System:**

1. All fuel system components, settings, and specifications shall be as specified by the manufacturer. Fuel filters may be substituted with other fuel filters of equivalent OEM specifications.
2. The stock fuel tank may be replaced with a **fuel cell\*** that is designed to mount in the OEM fuel tank location or is specifically designed to mount in the spare tire well, provided that it is not necessary to modify any bodywork to accomplish the installation other than for the purposes of fastening the cell securely in place.
3. A single auxiliary aftermarket **fuel transfer pump\*** is permitted if the only function this transfer pump performs is to transfer fuel to the OEM pump.
4. Only unleaded **fuel\*** is allowed, but any brand or octane unleaded fuel may be used including any brand of **100 octane\*** unleaded fuel.

#### **k. Oiling System:**

1. The brand and viscosity of **engine oil\*** used and the use of **oil additives\*** are free.
2. An **engine oil filter\*** may be substituted with any unit meeting OEM specifications.
3. Any oil catch can and/or oil cooler(s) is allowed.

4. An electric or manually activated **Accusump\*** or **Oil Accumulator\*** and related hoses and brackets is allowed.

**l. Ignition/Starter/Electrical System:**

1. Any brand or heat range of **spark plug\*** and any **ignition wires\*** are allowed.
2. Only GM/Chevrolet OEM ignition coils (Part #12558948) are allowed.
3. A replacement **battery\*** is allowed, but it must remain in the stock location.

**m. Exhaust System:**

All cars in SSC5 shall either:

1. Retain the complete stock exhaust system, including OEM header, with the catalytic converter replaced by a test pipe having the same dimensions, or
2. Replace the complete stock exhaust system with an **LG Motorsports SSC5 Kit\*** (C5 1 3/4 upper Pro Headers and X-Pipe replacing the catalytic converter (SKU 2139), and (2) **FlowMaster Mufflers\*** (Part #: left 525802-L , right 525802-R).

**n. Radiator:**

1. A radiator screen of minimum one-quarter inch mesh may be added in front of the radiator, but shall be contained entirely within the bodywork of the vehicle.
2. An aftermarket replacement **radiator\*** with an enclosed overflow tank is allowed, provided it mounts in the original location, maintains the same plane as the original core, and requires no body or structural modifications for installation. No new openings created by fitting an alternate radiator may be used to duct air to the engine.

**o. Air Conditioning:**

1. The factory and/or aftermarket air conditioning system may be removed, provided that at least the compressor and condenser are also removed. All duct work, wiring, Freon lines, valves, evaporators, dryers, and dash controls may remain. If the air conditioning compressor is an integral part of the drive system, the compressor may be retained and disabled or replaced with an idler pulley that serves no other purpose.
2. Items that serve a dual purpose, such as an alternator/air conditioning compressor bracket, etc., may not be substituted.
3. The gaps around the radiator that are created by the removal of the air conditioning condenser and related items may be sealed with foam.

4. Any radiator **cooling fan(s)\*** are allowed, as is the use of any thermostat or none.

**p. Other Engine Components:**

1. **Fluid hoses\*** and their clamps, accessory drive belts (fan, alternator, etc.) and related clamps and hardware, are free.

2. The Engine Management Computer or ECU (Part # 88984247) may be altered, by aftermarket **ECU Tune\*** or otherwise, but not replaced. All modifications must be done within the original housing. Whether the car meets federal emission standards or not, it must provide OBD II compliant data to the data link connector.

3. Cosmetic engine covers made of plastic may be removed.

4. Any **power steering cooler\*** and/or any **power steering fluid\*** is allowed.

**2. TRANSMISSION & FINAL DRIVE:**

a. Only the base-model [non-Z06] OEM six speed C5 manual transmission (Part #12589535) with [Ratios 2.66/1.78/1.30/1.00/0.74/0.50] and companion final drive [3.42] are allowed, with either a C5 limited slip differential (Part #12551769, replaced by Part #12572683) or a locked rear end.

b. Either a stock flywheel (Part #12571611) with clutch and pressure plate (Part # 12570806) or an equivalent **ACT\*** replacement part meeting the exact OEM stock dimensions and weight is allowed.

c. Transmission and final drive **lubricants\*** and lubricant additives\* are free.

d. Any transmission and/or final drive **cooler\***, and any transmission catch can is allowed.

**3. SUSPENSION:**

SSC5 suspension components shall consist of one of the following packages:

a. The stock base-model C5 suspension package (Part #: Front Spring 15233396, Rear Spring 22179020, Front Shock 10431990, Rear Shock 10431991, Front Stabilizer Bar 10424741, Rear Stabilizer Bar 10424743).

b. The GM Motorsports T1 package (Part #124800062, since discontinued).

c. The **LG SSC5 Suspension Kit\*** consisting of all of the following:

A. Ride-height adjustable GT2 Coil Overs on 12-way adjustable (non-reservoir) shocks and struts (SKU 2176), sold as part of GT1 Sway Bar Package (SKU 2210) below.

- B. GT1 Sway Bar package (SKU 2210) comprised of:
  - i. Mono ball pivot mounts.
  - ii. 38mm tubular front sway bar.
  - iii. LG 27mm solid three-way adjustable rear sway bar.
  - iv. An optional adjustable end link kit; plus
- C. LG Motorsports Bushing Kit (GM Performance SKU 1813), and
- D. LG Motorsports Camber Kit (SKU 6699).

#### 4. BRAKES:

- a. **Brake pads\*** and **brake fluid\*** are free.
- b. Brake rotor dust shields may be removed.
- c. Flexible rubber brake lines may be replaced with Teflon-lined, **metal-braided hoses\***.
- d. **Brake ducts\*** are allowed, but they must serve no other purpose. Fender liners may be modified solely for routing and attachment of brake ducts. Duct intake openings may be created by opening 2 sections up to 14.5 square inches each in the front fascia. The stock headlamp location may not be used for brake ducting.
- e. Parking brake and mechanisms, and actuating components may be removed.
- f. Front and rear **brake rotors\*** shall be OEM rotors (Part #s Front R 10445856, L 1044585; Rear R 10445858 L 10445859) or equivalent aftermarket replacements.
- g. Front calipers shall be either OEM calipers (Part # R 12530682, L 12530683) or **Wilwood\*** SLC56 calipers, and rear calipers shall be OEM calipers (Part # R 12530684, L 12530685).

#### 5. WHEELS AND TIRES:

- a. Cars equipped with lug bolts may convert to wheel studs and lug nuts.
- b. Wheel studs may be replaced with longer studs as necessary to fit optional wheels, and wheel spacers may be used for purposes of adjusting track.
- c. All **wheels\*** shall be factory C5 Z06 18 x 10.5 rear wheels (Alcoa Z06 Forged Wheels Rear, #9593805 & #9593806; Speedline Wheels Z06 Spuncast Wheels<sup>[SEP]</sup>Rear, #9594810 & #9594811) mounted with **Spec Toyo Tires\*** either **275/35-18RRs** (slicks) or **275/35-18 R888s** (treaded tires).

## **6. BODY CONFIGURATION, COMPONENT MODIFICATION:**

a. Component Alignment: All body components shall maintain their original occurring gaps, and seams may not be taped over.

b. Door glass may be removed. Otherwise the car shall run with both front door windows fully open (down).

c. Hatchback "privacy covers" shall be completely removed.

d. Both of the vehicle's doors must be able to be opened from both inside and outside the vehicle. Electric door latches may be removed and replaced with mechanical linkage. Mechanical door latch location must be marked so to be visible to workers.

e. Fenders and wheel openings shall remain unmodified. It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance. Cars with plastic or composite fenders may remove any interior wheel opening lip so long as the resulting material edge is no thinner than the basic fender material thickness.

f. Only original equipment front spoilers, dams, rear spoilers and wings are allowed.

g. Sunroofs, Targa tops, and T-tops are only allowed if installed by the manufacturer of the vehicle. If installed, they must be retained on the vehicle and run in the closed position, securely bolted in place unless the operating rails adequately secure the panel. A glass sunroof shall be replaced with a metal panel or a panel made of the same material as the roof of the car, and all its associated mechanical components may be removed. The panel must be the same thickness as the roof material and retain the shape of the glass sunroof.

h. An OEM removable hardtop or an equivalent replica **aftermarket hardtop\*** shall be installed on a convertible, with the latches replaced by positive fasteners, and the convertible or roadster top shall be removed.

## **7. APPEARANCE:**

a. Cars may be painted any color(s). Markings and numbers may be painted.

b. Car shall be neat and clean, both externally and in the engine and passenger compartments.

c. Cars may not show bodywork damage or be presented for competition either totally or partially in primer.

d. Cars that do not bear the identification marks, Club Racing logos, and numbers required by GCR Section 9.3 Identification Markings may not be approved for competition.

### **8. DRIVER'S COMPARTMENT:**

- a. Aftermarket **steering wheels\***, including removable steering wheels, and any required mounting modifications are allowed.
- b. Steering column locks may be removed or disabled.
- c. Modifications may be made to the foot **pedals\*** to improve the comfort and accessibility to the driver, including adding a dead pedal/footrest and heel stop.

### **9. GAUGES AND ACCESSORIES:**

- a. An aftermarket tachometer is allowed, as are water temperature, oil temperature, oil pressure, and vacuum **gauges\*** provided each is securely mounted and performs only its primary function.
- b. Interior **mirror(s)\*** may be replaced, but no mirror may extend beyond the confines of the interior of the vehicle.
- c. Two-way **radios\*** may be used.
- d. Hand controls are allowed if the driver can demonstrate a physical need for them.
- e. Stand-alone **data acquisition systems\*** may be in use in the car during practice, qualifying and race events, and may be connected to a data link connector in the car to extract available data. This must be a one-way-out connection, with no calibrating or alteration of the PCM done while the car is in motion and the system is in place.

### **10. INTERIOR MODIFICATIONS:**

- a. Front passenger seat, rear seat back, rear seat bottom cushion(s), all seat-related wiring, sun visors, seat belts and their attaching hardware and bracketry may be removed. In any automobile where allowed removal of seats, upholstery, etc., creates an opening between the driver/passenger compartment and an exposed gas tank, fuel cell, or part thereof, a metal bulkhead which completely fills that opening shall be installed (See GCR 9.3 Fuel Cell Specifications).
- b. Carpets, carpet padding, center consoles, floor mats, headliners, sun roof liner and frame, dome lights, grab handles, and their insulating, attaching or operating mechanisms and front door windows may be removed. Sound deadening (melt sheets) and undercoating may be removed on the interior only.
- c. Any removable covers for the spare tire, tools, bins, etc., may be removed along with attaching hardware and bracketry.

- d. The radio and speaker components may be removed.
- e. All other interior trim panels, except the dashboard, may be removed. Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations or gutting is allowed.
- f. Rear heating and/or air conditioning ducts which are located under the seats may be removed or modified to facilitate seat installation.

**11. BALLAST:**

- a. Some cars may be required to carry specific amounts of ballast [provided a Winner's Weight Program, under which each SSC5 win requires the winner to carry 20 pounds extra weight over 3250 lb, is activated] in addition to the requirements of GCR Section 9.3 Ballast. All specified ballast shall be securely mounted in the passenger footwell of the vehicle, aft of the firewall and any footwell angle, and ahead of the passenger seat.
- b. It shall be in segments no lighter than ten (10) pounds and no heavier than fifty (50) pounds, and shall be capable of being weighed apart from the vehicle.
- c. Each segment shall be fastened with a minimum of two (2) one-half (1/2) inch bolts and positive lock nuts of SAE Grade 5/Metric 8.8 or better, and shall utilize large-diameter, load-distributing washers.
- d. Holes may be drilled in the passenger footwell floor pan for purposes of mounting the ballast (only).

**12. WEIGHT:**

- a. Car shall be weighed with driver and required ballast per GCR Section 9.3.
- b. If a **cool suit\*** system is used, it shall be weighed with the car as it came off the track.
- c. Minimum weight is 3,250 lbs with driver and cool suit system (per GCR 9.3).

**13. SAFETY:**

- a. An integrated **roll cage\*** is required (See GCR Section 9.4.E.).
- b. All seats and seat brackets may be removed.
- c. Rear heating and/or air conditioning ducts which are located under the seats may be removed or modified to facilitate seat installation.

d. All cars shall be equipped with a **driver's restraint system\*** meeting the specifications of GCR Section 9.3 Driver's Restraint System.

e. All cars shall have a driver's side **window safety net\*** complying with GCR Section 9.3 Window Safety Nets. Window nets shall be mounted so as to provide protection in the event the driver's door opens.

f. In those cars where a window safety net cannot be installed, **arm restraints\*** shall be used, but arm restraints are not otherwise an acceptable substitute for window nets.

g. Window safety clips and rear window safety straps are allowed but not required.

#### **14. FIRE SYSTEMS AND EXTINGUISHERS:**

a. All SSC5 cars shall have, as a minimum, a **fire extinguisher\*** meeting the specifications of GCR Section 9.3.B, Fire System.

b. Alternatively, SSC5 automobiles may be equipped with a **fire system\*** meeting the specifications of GCR Section 9.3.A, Fire System.

#### **15. PASSIVE RESTRAINT SYSTEMS:**

a. Passive restraint systems such as air bag systems shall be deactivated and may be removed. If the car is to be use on public roads, these items should be reactivated.

b. If so equipped, the rolling door lock mechanism may be deactivated by unplugging the components.

#### **16. TOWING EYES OR STRAPS:**

**Towing eyes** or **towing straps\*** shall be fitted Per GCR Section 9.3.47.

#### **17. ELECTRICAL MASTER SWITCH:**

An electrical **master switch\*** may be installed.

#### **18. HOOD RELEASE:**

The stock hood release cable may be disconnected and replaced with a release cable that is easily accessible from the front of the car, or the stock hood latch also removed and hood pins used to retain the hood in place.

#### **19. CAR CLASSIFICATION:**

An SSC5 car may also compete in the T1 class, but there is no guarantee of competitiveness.