

NASPORT

2016 Supplementary Regulations

Head and Neck Restraint Devices are mandatory in NASPORT

1) GOAL – NASPORT’s goal is to epitomize the purpose statement offered at the very beginning of the SCCA GTCS, "The GT Category is intended to provide the membership and interested manufacturers with the opportunity to compete in purpose built, highly modified replicas of series produced automobiles". NASPORT may alter or adjust specifications and require, permit or restrict certain specific components to equate competitive potential. It is the intent of these rules to allow modifications useful and necessary in the construction and preparation of extremely high performance road racing vehicles to level the playing field within the scope of the GTCS and to offer competition guidelines to better promote the Series through competitive racing.

NASPORT welcomes new competitors who wish to explore our format and stretch their efforts; either in a personal best or to step up to the state-of-the-art tube frame highly developed GT3 and GTL race cars.

2) ELIGIBILITY – All SCCA GT3 and GTL automobiles conforming to the SCCA 2016 General Competition Rules, as modified by Appendix A below are eligible for NASPORT events. NASPORT is a Regional Only class included in Group 3 of the San Francisco Region’s Regional weekends. NASPORT N3 (GT-3) and NL (GTL) classes will run concurrently within the NASPORT class. Drivers are required to be a member of SCCA and hold a valid Competition Racing License recognized by SCCA.

3) RACES – All NASPORT races shall be run in conjunction with the San Francisco Region Regional Group 3. All Races shall be scheduled for 30 minutes and/or a number of laps totaling an elapsed time of 30 minutes in duration as determined by the San Francisco region race officials.

4) ENTRIES – Entries shall be mailed directly to San Francisco SCCA following the SFR SCCA entry procedures. Early entries will assure that you and your car will be included on the official Entry List for the event and provide a better opportunity to obtain your number of your choice.

5) REGISTRATION – All participants must complete the San Francisco registration process in accordance with the San Francisco Supplementary Regulations. All participants shall sign the event release and receive the event credential. The Registrar reserves the right to check picture ID of any person registering for a pit pass.

6) SCHEDULE - The race dates for the 2016 NASPORT Series are:

Laguna Seca	March 18 - 20	Double Regional #1 & #2 / NASPORT
Thunderhill	May 14 - 15	Double Regional #3 & #4 / NASPORT
Laguna Seca	June 2 - 5	Double Regional #5 & #6 / NASPORT
Sonoma	July 1 - 3	Double Regional #7 & #8 / NASPORT
Laguna Seca	July 22 - 24	Double Regional #9 & #10 / NASPORT
Thunderhill	Sept 24 - 25	Double Regional #11 & #12 / NASPORT
Thunderhill	Oct 21 - 23	Double Regional #13 & #14 / NASPORT

7) RACE OFFICIALS – NASPORT will be under the control of the San Francisco Region Stewards, Scrutinizers, Registrar, and Timing and Scoring. All NASPORT entrants must comply fully with the San Francisco Region Supplementary regulations.

8) QUALIFYING – NASPORT qualifying will be within the Group 3 qualifying session. The fastest qualifiers in each NASPORT class will be gridded in the order they qualified.

9) DOUBLE RACE EVENTS – All NASPORT weekends will be double race events. All Races count for Series Championship points.

10) TROPHIES - Will be awarded, first through third place, when there are five or more entries per class, otherwise one per trophy per class.

11) CHAMPIONSHIP POINTS - National Sport Sedan Championship points will be awarded to competitors in each class as follows:

1st – 20; 2nd – 17; 3rd – 15; 4th – 13; 5th – 11; 6th – 10; 7th – 9; 8th – 8; 9th – 7; 10th – 6; 11th – 5; 12th – 4; 13th – 3; 14th – 2; 15th & on - 1 point.

SFR Regional points shall be awarded as described in the 2016 SFR Supplementary Regulations.

12) TECH INSPECTION – All cars must complete the San Francisco Region safety inspection tech, meeting SCCA GCR and GTCS requirements prior to competition. Annual tech inspection logbook stamps will be accepted.

13) TIRES – Tires are open for NASPORT GT3 and GTL Championship Series. Tires may not be chemically treated. In the case of rain, the Chief Steward may, 30 minutes prior to the qualifying or race, declare it a rain session and tires are open. If qualifying is declared wet, then tires are open for both qualifying and the race.

14) PADDOCK – The San Francisco Region will attempt to provide reserved paddock space for all NASPORT competitors. All NASPORT competitors are encouraged to paddock in the same area. (This will help the NASPORT Series image and enhance your experience. Use of space in the paddock is subject to the Paddock/Security Marshal and that person is authorized to instruct a competitor to remove a vehicle or trailer if required. **COMPETITORS ARE RESPONSIBLE TO TRACK MANAGEMENT FOR ANY DAMAGE CAUSED TO THE PADDOCK. FUTURE ENTRIES WILL NOT BE ACCEPTED UNTIL DAMAGE CLAIM HAS BEEN SETTLED AND TRACK MANAGEMENT NOTIFIES NASPORT.**

15) SERIES IDENTIFICATION - All SCCA required identification markings are required per the SCCA GCR. NASPORT GT-3 cars will display N3 class identification. NASPORT GTL cars will display NL class designation. Additional Series Sponsor identification may be required.

16) TRANSPONDERS - Transponders will be required for all events.

APPENDIX "A"

NASPORT recognized car eligibility list for 2016

WARNING:

These are NASPORT only variants. NASPORT cars shall conform to SCCA National GTCS rules except as amended below. Appendix "A" is intended to modify the 2016 SCCA GTCS to allow GT-3 and GTL cars to compete in the NASPORT Series without the addition of the SCCA mandated SIR. Cars entered in the NASPORT Championship Series are not eligible for National points.

NASPORT reserves the right to change specifications during the course of the season as conditions requires.

The following competition adjustments will be implemented to allow GT-3 and GTL cars to compete without the need for the SCCA mandated Single Inlet Restrictor (SIR) to provide a competitive balance between the fuel injected cars and the carbureted cars. GTL SIR cars may run an alternate rev limit/weight combination as determined by the NASPORT Series. EP and FP cars are eligible to compete in the GTL class and may be upgraded to GTL specs. NASPORT will consider special considerations on a case by case basis. Please contact Chuck McKinney the NASPORT administrator for specific requests. It is the intent of these rules to allow modifications useful and necessary to better promote the NASPORT Series through competitive racing.

GT-3

1. GT-3 Nissan KA24, 2.4L, 3-valve, fuel injected engines, may compete without an SCCA mandated SIR with 34 mm chokes at a minimum weight of 2195 lbs.
2. GT-3 Nissan KA24, 2.4L, 3-valve, carbureted engines, may compete without an SCCA mandated SIR with 38mm chokes at a minimum weight of 2195 lbs.
3. GT-3 Nissan KA24, 2.4L, 4-valve, fuel injected engines with a 33 mm SIR at a minimum weight of 2195 lbs.
4. GT-3 Nissan KA24, 2.4L, 4-valve, carbureted engines, may compete without an SCCA mandated SIR with 34mm chokes at a minimum weight of 2195 lbs.
5. GT-3 VW, 2.0L, 2-valve, allow 100mm stroke for 2.1L.
6. GT-3 VW, 2.0L, 4-valve, 42mm chokes, 1850 lbs.
7. GT-3 Audi, 2.0L, 4-valve, fuel injected engines, may compete without an SCCA mandated SIR with 50 mm chokes at a minimum weight of 2000 lbs.

GTL

1. GTL SIR cars may use a 1mm larger SIR with 8% weight penalty.
2. GTL SIR cars may run optional single runner carburetor chokes as follows with 8% weight penalty:
 - a) 2 valve engines = 32mm
 - b) 3+ valve engines = 30mm
3. EP cars may upgrade to GTL specs.
4. FP cars may upgrade to GTL specs.
5. GTL MGB, 1.9L, 2-valve, carbureted, sequential shift, may compete in GTL specs with an extended front splitter (GT specs) and an open rear wing configuration.