The San Francisco Region 2026 Supplementary Regulations

Revised July 9 **2026** V9

These regulations describe additional conditions for San Francisco Region Regional events listed below which are held under the current SCCA General Competition Rules (GCR). The Region reserves the right to postpone, reschedule or cancel any event if circumstances require.

Any questions about Entry or Registration can be answered by contacting the SFR Office at 530-786-9171 or by email to Dottie@sfrscca.org.

A. **WELCOMING ENVIRONMENT:** The SCCA San Francisco Region aims to provide an inclusive, welcoming environment for all participants. To that end, behaviors such as the following will be considered egregious examples of GCR 2.1.7, "Acting in an unsportsmanlike manner."

- Discrimination against, disparaging, or verbally abusing a participant because of their gender, identity, ethnicity, marital status, sexual orientation, religion, age or disability.
- Harassing, intimidating, threatening, or bullying any participant.
- Doing any of the above outside the confines of an event, or in print or electronic media, in a way that affects that person's participation in an event.

B. **SCHEDULING**: Practice, Qualifying or Race sessions for Regional events may be combined into a single session. Schedule times are advisory only, Sessions may start earlier or later than the listed times. The event schedule will be available on www.sfrscca.org on the calendar page and on Motorsportsreg.com (MSR) on the event announcement page.

C. SAN FRANCISCO REGION 2026 SCHEDULE

EVENT	DATE	LOCATION
DRIVERS SCHOOL	**2/20 – 2/22**	**THUNDERHILL (*CCW*)**
TEST DAY – RUN BY THUNDERHILL	**3/27**	**THUNDERHILL (*CCW*)**
REGIONAL 1 & 2	**3/28 – 3/29**	**THUNDERHILL (*CCW*)**
TEST DAY – RUN BY THUNDERHILL	**4/24**	**THUNDERHILL (*CCW*)**
REGIONAL MAJORS 3 & 4	**4/25 – 4/26**	**THUNDERHILL (*CCW*)**
SPEC RACER FORD FEST – RESTRICTED REGIONAL	**5/30 – 5/31**	**THUNDERHILL (*CCW*)**
TEST DAY	**6/26**	**LAGUNA SECA (*CCW*)**
REGIONAL	**6/27 - 28**	**LAGUNA SECA (*CCW*)**
TEST DAY	**9/4**	**SONOMA (*CW*)**
REGIONAL	**9/5 – 9/6**	**SONOMA (*CW*)**
TEST DAY – RUN BY THUNDERHILL	**10/15**	**THUNDERHILL (*CCW*)**
REGIONAL	**10/16 – 10/17**	**THUNDERHILL (*CCW*)**
ENDURO	**10/18**	**THUNDERHILL (*CCW*)**

D. ENTRY FEE INFORMATION IS AVAILABLE ON THE SFRSCCA.ORG WEBPAGE AND ON THE MSR EVENT ENTRY PAGE. In addition, there is a:

FEE TITLE	FEE RATE
SCCA Compliance Fee per weekend: SRF3, FE2	**$30**
Minimum Worker Appreciation Fund contribution	**$10**

1. **ENTRY DEADLINE:** Please see specific event information on MSR
2. **POST ENTRIES**: Entries received at the track will be assigned a car number by Race Administration.
3. **ENTRY PROCEDURE**: The competitor is responsible that all information regarding the entry is complete and accurate, including SCCA member number, region of record, emergency contact, and transponder number.
4. **DRIVERS LETTER**: Information specific to the event will be mailed to all entered drivers one (1) week before the event and will be available on www.sfrscca.org and the MSR event entry page.
5. **ENTRY LIST**: The driver, group, class, and car number will be listed on the Entry List on Motorsportsreg.com. This list is updated frequently to keep information current.
6. **OVERSUBSCRIBED RACE GROUPS**: If a race group is over-subscribed entries may be refused by the Region Office staff and at event registration. Notice of refusal will be posted immediately on the Region webpage (www.sfrscca.org) and on MSR**.**
7. **ENTRY REFUSAL**: Notwithstanding the GCR, the Region reserves the right to refuse an entry at any time with only such notice as circumstances permit. Entries from drivers owing money to the Region, another region, SCCA National or a racetrack where the Region conducts events will be refused entry until the debt is paid. If an entry is not accepted, the driver will be notified by the Entry Deadline for that event.
8. **RETURNED CHECKS OR DECLINED CREDIT CARDS**: An additional $50 service fee plus bank charges will be billed for declined credit cards. After one (1) occurrence, the Region will not accept payment by personal check or credit card.
9. Event Cancellation Policy:
   Event Cancellation Prior To Early Bird Cutoff = $0
   Event Cancellation After Early Bird Cutoff = $100
   No Event Refund After 6:00AM On The First Day of the Event
   No Shows = Full Entry Fee
10. SAN FRANCISCO RE**GION GROUPS AND CLASSES**
    Run groups/classes will be listed on the Event Schedule available on the specific event on MSR. The Region reserves the right to change or modify run groups during the race year. The Region reserves the right not to include a specific group or class at any event. If the event contains a Vintage Race Group, that group will be run under the SCCA General Competition Rules Section 3.1.4. Vintage/Historic Races.

11. **VEHICLE ELIGIBILITY:** Unless otherwise announced, all SCCA national classes are eligible per the GCR. In addition, the following classes are eligible to compete at regional events.

SFR SCCA REGIONAL CLASSES ONLY	
FA2	**FA3**
F4	**Formula F Tire (FFT)**
Improved Touring (ITE)	**S2**
SMG	**Spec Miata T (SMT)**
Sealed Spec Miata (SSM)	**Improved Touring eXtra (ITX)**
Super Production (SP)	**SMT/SSM in ITA & ITS**
Club Ford (CF)	**Formula ford (FF)**
Spec Corvette (SSC5)	**Muscle Car (MC)**
Formula Mazda (FM)	**Spec Racer Ford (SRFH)**
SRF2	**EM1**
EM2	

    a. Rules for these classes are listed in Appendix A. With approval from SCCA Club Racing, the Region may add Region-only classes.
    b. Upon approval from the National Office, the Region reserves the right to alter the above class rules in any manner deemed appropriate and with only such notice that can be accomplished under the circumstances.
12. **FACTORY-BONDED WINDOWS:** Factory-bonded windows in ITE and Super Production (SP). Factory (OEM Manufacturer) and FIA GT3/GT4, race prepared cars with fixed Lexan front door windows may race with windows as delivered. All other safety regulations shall be observed.
13. **NUMBER REQUIREMENTS:** Car numbers must be readable in Timing and Scoring. Cars may be called to Impound and drivers will be required to fix unreadable numbers. If numbers are not corrected, the driver may not receive a qualifying position from Timing and Scoring. All three (3) digit numbers must start with the number “1”.
14. **NOVICE CARS:** Novice-driven cars must display a contrasting 6-inch-high letter **“N”** next to the car numbers on each and a 5-inch square panel of orange – colored material on the rear of the car.
15. **ANNUAL RESERVED NUMBERS:** Reserved numbers will be granted to any driver who competed in three (3) regional races in the San Francisco Region during the current or preceding race season. Prep-shop entrants may apply for a maximum of five (5) reserved numbers per group; they may receive fewer than five (5) numbers depending on availability.
    a. In January, any driver who entered three (3) or more regional races in the preceding year will automatically be assigned his/her reserved number for the new season. All requests for reserved numbers must be sent to the SFR SCCA office via e-mail. Requests should include the dates

of the three (3) completed SFR events. Three (3) number choices should be indicated.

b. Annual reserved car numbers are assigned by group. When groups are combined, the cars moving to the new group may not be able to use their reserved number if it is already in use in the group to which they are moved.

c. San Francisco Region reserved car numbers are only valid through the date specified on the MSR event entry page. After that date the number may be used for another entrant or assigned to another driver. Some special race formats may cause a reserved number duplication, in which case the earliest entry will receive number preference.

16. **NOISE LIMIT:** Sound Requirements for each event will be provided with the official event schedule. Sound regulations vary from track to track in SFR. Sound readings will be available at Race Administration. Competitors are urged to review Sections 5.7 & 18.c. of the GCR. A car exceeding the applicable noise limit, at any time, anywhere around the track, is noncompliant and is subject to being black-flagged, and may be prevented from competing. Before a car may return to the course, the competitor shall demonstrate a verifiable mechanical change to the car that would lower the sound emissions.

    a. During qualifying any times recorded prior to the black flag for sound during that session will not count even if the car for which the black flag is intended enters the pits or returns to the paddock prior to the black flag being shown.

    b. The other demands of race operations may preclude such a display and the lack of these warnings cannot be protested and in no way mitigates the requirements to pit immediately upon display of the black flag.

    c. The sound equipment and its location are owned and set by the tracks and not maintained by the Region. Since the Region has no control over the equipment, the sound equipment and their location cannot be protested.

E. REGISTRATION AND LICENSES

1. **COMPETITION LICENSES:** If a driver's competition license is in transit or in process, the driver should call the SCCA National Office by Tuesday before an event to request verification from SCCA Central Licensing (800-770-2055). A driver is responsible for the verification of his or her license.

    Per the current GCR, all competition licenses listed in Appendix C.2.8.B licenses are acceptable for all SFR Regional sanctioned events, with proof of current SCCA membership.

2. **REGISTRATION:** Current Registration and event information is located on our SFR SCCA Motorsportsreg.com link - https://sfrscca.motorsportreg.com/events

    A driver shall show a current competition license or novice logbook and current SCCA membership card at Registration. Access to the hot pits and other hazardous areas is restricted to licensed SCCA members. Minors with ages of 14-17 holding an official SCCA license per GCR Appendix C, Section

1.3 are allowed in the hot pits or other hazardous areas. Any crew member or race official requiring hot pit access must go to Registration to receive the event credential. Rules for drivers under 18 can be found in the GCR, Appendix C, Section 2.4, 2.5 and 2.6.

3. **EXPRESS REGISTRATION**: SFR Express Registration is designed to make race Registration faster and easier for drivers who have all required items and have no Registration or Tech issues. At Registration drivers register for the race and receive the event Tech sticker. Express Registration is available throughout the race weekend during Registration hours stated in the official event schedule. In order to qualify for Express Registration, a driver must present:
    - A helmet or annual waiver with the annual tech sticker affixed. If the sticker is on the annual waiver/license the driver does not have to bring a helmet to Registration.
    - Current SCCA membership card and SCCA Competition License.
    - SCCA logbook with a valid, current, annual Tech stamp.
        - If the car requires homologation papers, they must be presented with the SCCA logbook.
    - Logbook page for the event must be filled out.
    - Have no previous dollar balance due.

F. **DRIVER CHANGE:** If the original driver has not been on track, the new driver must complete a driver's entry. If there is a driver change when the original entry was submitted as a dual entry, the new driver must complete all required paperwork and pay any required fees.

G. **TIME LIMIT FOR CHANGES:** All changes to entries or additions of entries must be signed off by Registration at least 30 minutes before the scheduled start for that group. Registration is responsible for entering all changes to entries or additions of entries in MSR.

H. TECH PROCEDURES

1. **TECH INSPECTION**: Tech will inspect cars in order of appearance on the track (by group in the order that they run on the first morning of the event). Annual Tech inspections will be conducted at the track as time allows. Competitors whose cars have already passed annual Tech Inspection need only present driver's equipment per GCR to Tech but may receive full Tech Inspection at their request. Tech Inspectors will place the appropriate annual sticker on the driver's helmet to show the driver's gear has passed inspection. If Tech Inspectors have a sufficient supply of annual stickers they will place a sticker on the competitor's competition license. Announcements will be made when the vehicle scales are open. Scales will be closed during lunch. Annual Technical Inspections are recommended.
2. **FUEL TESTING:** The Region may specify specific fuels for certain classes and require competitors and entrants to use such fuel to be eligible for points and awards. If no fuel is specified, then the fuel required by the GCR for that class shall be used. No "doctoring" of fuel is permitted. Besides the additives listed in the GCR, the Region

may publish a list of banned additives on their website. Random testing for banned additives may occur.

3. **IMPOUND**: The Chief Steward may pull all cars into Impound (Tech) after each group's track session to conduct a driver's meeting. Cars may be removed by crew members when released by the Stewards or the Scrutineers. The first three finishers in each Regional class may be impounded following completion of each race. If entered in the next race, a driver and their car required to be in Impound for any reason, may be permitted to proceed to Pre-Grid without going to any other portion of the paddock area and shall then return to Impound regardless of finishing position in the subsequent Race. This must be approved by the Chief Steward. If approved to proceed to Pre-Grid the driver may refuel for the next session at Impound with approval of the Chief of Tech, or the Assistant Chief of Tech. There is no fueling allowed on Pre-Grid.

I. ADDITIONAL REGION REGULATIONS

1. **TRANSPONDERS:** All cars are required to have a working transponder. It is the responsibility of the competitor to have a working transponder in all sessions. Transponder location decals are not required.

   While on track, if a car registers an incorrect transponder number, if the transponder is not on, or there is a weak signal, the driver may be shown a sign board with a transponder designation. The driver may go to the black flag station or impound if he/she wishes to be advised of the transponder problem. If the transponder is not functioning correctly in qualifying, the driver may not receive a qualifying time and in that case, must grid at the back of the field for the race.
2. **RENTAL TRANSPONDERS:** Transponders may be reserved when entering an event. The cost is $50.
3. **SPONSOR DECALS:** All cars are required to display two (2) Thunderhill decals, one on each side of the vehicle. Tech will check to ensure all cars are showing the decals.

J. **ON COURSE DRIVER CONDUCT & BODY CONTACT:** The Region has adopted a standing policy that drivers at fault in the event of body contact may be penalized as outlined in the GCR. All cars involved in body/wheel contact or failure to provide racing room during an event, MUST MANDATORIALLY self-report and stop at Impound at the end of the session. All racing incidents will be reviewed by the Stewards based on GCR Section 6.11, Rules of the Road, Appendix P, Racing Room, and Passing Guidelines, and the SCCA Road Racing Penalty Guidelines. The following actions will be utilized by the Stewards:

1. Failure to control your car resulting in contact with another car. (GCR 6.11.1.) [NOTE: Safe, consensual drafting among cars in the same class may be forgiven.]
   a. Investigation by Chief Steward/Assistant Chief Steward to determine circumstances.
   b. Driver injury or significant body damage to one or both cars, or only one car continues – CSA/RFA position penalty to ensure car at fault finishes behind car that could not continue.
   c. Clearly identified at-fault driver, no injury or body damage – CSA with position penalty one position greater than the number of positions lost.

d. Multiple contact by same driver in same session – Chief Steward's Probation – 1 to 3 weekends based on circumstances or an RFA for further investigation.

K. **PROTESTS:** Protests must be filed within 30 minutes after the race is over or within 30 minutes after the posting of the Provisional Results, whichever event occurs later. All other rules pertaining to Protests shall be adhered to per the GCR.

L. **SESSION FORMAT:** All groups may have a Qualifying session followed by a Race session.
   1. All races are points' races.
   2. Each driver will be able to drop three (3) race sessions from their year-end points total.

M. **SESSION CLOCK:** Session start times will be shown on the event Schedule. The Region uses a flow-on and flow-off schedule to always keep track action to a maximum. This leads to variable start times as the day's sessions affect one another.
   - Any Group which causes a Qualifying/Race session to be delayed may have their next on track activity time reduced accordingly

N. **GRID PROCEDURE:** Spaces on grid may only be claimed by presentation of a race car for that session. For practice and qualifying, cars will be gridded in the order of arrival (see information below for Groups 6 & 7.) Drivers not taking the next open position will be gridded at the rear of the field and may not thereafter take a different position. Any driver attempting to change his/her gridded position is subject to penalty. All time boards (5 minute, etc.) are advisory. The "5" and "1" signals are given to Grid by Control and are subject to acceleration/delay. Cars may be released at any time after the "1" is displayed. Race grids will close at the "2" warning board. Late arrivals forfeit position and will be released after other cars. Drivers are advised to be on Grid 15 minutes prior to the start of their session to allow for positioning, equipment checks, and course/session advisories.
   1. No fueling of cars in position on Grid unless permission is obtained from the Chief of Grid and safety coverage during fueling can be provided. All crews and other persons must clear the Grid at the "2" signal except for one (1) crew person who may remain to provide mechanical assistance only until the "1" signal.
   2. Children under the age of 12 must be under adult supervision in the Grid area. All tools and transporters (bicycles included) shall not block access to Grid positions or be left in any fire lane. Persons failing to follow procedures are subject to penalty and may cause a penalty assessment on the driver.
   3. For Practice and Qualifying sessions, the session clock will start when cars are released from Grid.

O. GRID POSITIONS FOR GROUP 6 & 7 QUALIFYING:

1. Grid positions for the Qualification session of the event will be set as follows:
   - If there is a timed Practice session at the event, Qualification Grid positions for the first Qualification session of the event will be set by fastest time in that Practice session.
   - If there are no timed Practice session Grid positions for the first Qualification will be set by the Group Leader or their designee and shall be based on that person's estimate of each driver's anticipated lap time at that event.

P. **GRID POSITIONS for Group 6 & & FOR RACE SESSIONS WILL BE SET AS FOLLOWS**:

1. Race #1 set by fastest Qualifying session time
2. Subsequent race grids will be set by the fastest lap in the previous race session.

Q. GRID POSITIONS FOR ALL OTHER GROUPS WILL FOLLOW THE TYPICAL QUALIFYING / RACE FORMAT

R. **PIT LANE:** There shall be no tire scrubbing in the Pit Lane prior to entering the course. Transmitting beacons for on-board data acquisition devices shall be placed on the track side only in an area designated by the Pit Marshal. Pit Marshals will designate the usable area of Pit Lane and provide, at a minimum, fire extinguisher coverage per the GCR. Closed-toe shoes – no sandals – must be worn in the Pit Lane.

At WeatherTech Raceway all cars shall use the motorcycle lane when entering the track from the Pit Lane.

S. **POLE POSITION:** The fastest qualifier (pole position) must notify the Grid prior to the five (5) minute signal from which side of the track he or she wishes to start.

T. STARTS:

1. **SPLIT STARTS:** The Chief Steward may approve requests for split starts submitted within (30) minutes after posting the results for the Qualifying session. The Chief Steward may require approval of each class in the racing group and may require the signatures of the first three (3) qualifiers in each class. The pace car may lead either group.
1. **FALSE STARTS:** Getting out of line by more than half a car width on a start - Any car out of line prior to the waving of the GREEN FLAG from the Starters stand will automatically receive a review by the Stewards who may, Penalize a driver as outlined in the GCR

U. **TIRE SCRUBBING:** Tire scrubbing is prohibited on track except when following the Pace/Safety car.

V. **PACE/SAFETY CAR**: When the Pace/Safety car enters the circuit, each turn station shall display a Double Yellow Flag. The starter shall display a Double Yellow Flag that may be

accompanied by a “Safety Car” sign. When the Safety car is on course, drivers shall make every effort to safely catch the field and form up the field. **Drivers shall signal, pull to the side of the course, and stay well off the racing line at the scene of the incident. All cars shall pass through the incident area well under control and in a single file.**

1. Prior to leaving the circuit, the Pace/Safety car will extinguish its flashing lights. The green flag may then be shown to the leader. At the green flag, all yellow flags will be simultaneously lowered and racing resumes throughout the course. All cars must hold their position until the green flag is displayed.

W. **OFF-COURSE EXCURSIONS:** Drivers are required to follow the marked course and may not pass another car from an off-course excursion. All drivers must re-enter the track under safe conditions as defined in the GCR.

At WeatherTech Raceway all cars shall NOT use the motorcycle lane as part of the racing surface when racing on track except when entering from the pits.

X. FLAGS AND LIGHTS

1. **STANDING YELLOW:** You are approaching an incident where you and others’ safety are at risk. The racing surface may be clear but there is immediate danger to you or others if you leave the racing surface. Slow significantly and continue through the incident at a reduced speed. There is no passing from the flag until past the emergency incident.
2. **WAVING YELLOW**: You are approaching an incident that has great danger to you and others. The racing surface may be partially or completely blocked. Slow significantly and be prepared to stop. All efforts should be made to proceed past a Waving Yellow Flag in single file order. There is no passing from the flag until past the emergency incident.
    a. The no passing zone starts at a perpendicular line across the track from the flag and ends at a perpendicular line across the track from the last component of the incident causing the Yellow Flag; the car, driver, responding officials, other vehicles, and/or large debris.
3. **OPEN BLACK FLAG OR MECHANICAL BLACK FLAG**: Shown with your car number, means to immediately stop in the Pit Lane at the Black Flag station. In a Black Flag All situation, the Black Flag at each station may be waved to improve visibility.
4. **WHITE FLAG:** In addition to the GCR definition, the White Flag may be displayed at all staffed flag stations for the first lap on any Practice and/or Qualifying sessions to indicate the location of these flag stations. The White Flag may also be displayed to provide notice to drivers of 1 lap to go to finish.

Y. PADDOCK REGULATIONS

1. **SUPPLIES**: Oil, water, electrical power, and compressed air at the responsibility of the entrant. Fuel may be available at the track unless otherwise announced

in the driver's letter. The Region reserves the right to regulate fuel storage containers. Glass fuel containers are not permitted.

2. **PADDOCK PARKING**: Use of space in the paddock is subject to the control of the Paddock Security/Marshal. Regardless of the time of arrival, when parking in the paddock, only the minimum necessary space may be used. Fire lanes must be always kept clear. Entry to the paddock prior to the opening of Registration is under the control of, and at the prerogative of the Region. Non-support vehicles must be parked outside the paddock in a designated area as directed.
3. **PREP SHOPS:** The Board will approve a list of Prep Shops who will be given the option of entering the paddock first, they will help chalk off the paddock when necessary and help with the load-in process.
4. **TRACK SPECIFIC PADDOCK REGULATIONS** will be noted on the Official Event Schedule.
5. **ADDITIONAL PADDOCK RULES:**

    - Everyone will be expected to obey rules imposed by the local facility.
    - The speed limit in all paddocks is 10 MPH for any wheeled vehicle.
    - Empty race trailers may be parked in an outside lot, location depending on the track.
    - A valid driver's license is necessary to operate powered and unpowered scooters. Skateboards, roller blades, and roller skates are not allowed in the paddock.
    - Race motors may not be run earlier than 8:00 AM at Sonoma and Laguna Seca, and 7:30 AM at Thunderhill; and not after 6:00 PM at any track.
    - Quiet hours are 10:00 PM to 6:00 AM. During this time be nice to your neighbors; no free-standing generators running, no dirt bikes, no loud parties, etc.
    - The Region reserves the right to allow fueling only in designated areas.
    - Only designated automotive fluid disposal barrels, as appropriately marked, shall be used for dumping oil or other automotive fluids.
    - Competitors are encouraged to bring water and kitty litter (or equivalent) to neutralize spill damage. Spills must be reported to the Paddock Marshal as soon as possible.
    - No tent stakes, barbecues, or oil/fuel spillage are allowed on asphalt.
    - Competitors are responsible for providing boards to be placed under jack stands to avoid damage to the paddock surface.
    - Competitors are responsible for securing their equipment within their paddock space against heavy winds or other adverse conditions. Owners are liable for any damage caused by their equipment.
    - Entrants/drivers shall pay a $50 removal fee for each tire left at the track at the close of an event.
    - A competitor taping lines for marks on paddock surfaces shall remove them before leaving the track. Painting marks on any paddock surface is prohibited

Z. TROPHIES, RESULTS AND POINTS

- Event trophies will be awarded depending on the number of starters per class: 1 to 3 starters for first and second place trophies', 4 or more starters a third-place trophy will be awarded.
- Trophies not claimed on the race weekend may be available at the following race weekend if requested through the SFR office. If a driver wished their trophy mailed, contact the Region Office to arrange for mailing and pickup of trophies. Mailing/shipping fees will be assessed to the Driver.
- Results will be posted at Registration. They will be marked "Provisional" initially, then updated too "Official." Both Provisional and Official results will be displayed at Registration. Trophies will be awarded from Official Results.
- San Francisco Region may post provisional results in lieu of a lap chart at any race. However, data will be preserved so that a lap chart can be produced if necessary.

1. **TROPHIES**

   a. RACE 1 & 2:

      - 1st Place = Checkered Flag and Win Decal
      - No awards for 2nd or 3rd position finishers

   b. SUNDAY RACE 3:

      - 1 – 3 starters = 1st Place trophy plus a flag, and win decal and a second-place trophy
      - 4 – 6 starters = 3nd Place trophy

2. **REGIONAL AND DIVISIONAL CHAMPIONSHIPS**

- All SFR regional drivers will have points tracked for both Regional and Divisional Championships.
- All classes will use the National points system (see below)
- The standard points system will apply to the NORPAC standing and NORPAC points.

POSITION	POINTS	***POSITION***	POINTS	***POSITION***	POINTS
1	25	***8***	13	***15***	6
2	21	***9***	12	***16***	5
3	18	***10***	11	***17***	4
4	17	***11***	10	***18***	3
5	16	***12***	9	***19***	2
6	15	***13***	8	***20***	1
7	14	***14***	7	***21***	0

a. All Regional races held under these regulations are point Races unless otherwise noted in the Drivers Letter or Schedule. A driver must be a member of the San Francisco Region prior to the Race to earn Regional points. A driver's point total will be the total points earned in each Race, up to three (3) less than the total number of Races for that driver's class (e.g. if a class has 12 Races, the points from a maximum of 9 Races will count.) Races where the driver was excluded or disqualified must be counted in the point total even though the points earned were zero (0). In other words, this cannot be counted as a dropped date.
b. A driver must be a Race starter in at least ten of the full-point Races in a class to be awarded a year-end Championship trophy.
c. Year-end Championship trophies will be awarded depending on the number of drivers earning points per class as follows:
    - 1-4 points earners, first class trophy;
    - 5-9 points earners, add second place trophy;
    - 10-19 points earners, add third place trophy.
d. Ties in year-end points standings will be broken first by the most first place finishes; if still tied, by the second-place finishes; if still tied, by the most third place finishes.

APPENDIX A

SCCA – Sports Car Club of America

San Francisco Region – ONLY
Class Rules as of
01/01/2026

FA2	FA3
F4	Formula F Tire (FFT)
Improved Touring (ITE)	S2
SMG	Spec Miata T (SMT)
Sealed Spec Miata (SSM)	Improved Touring eXtra (ITX)
Super Production (SP)	SMT/SSM in ITA & ITS
Club Ford (CF)	Formula ford (FF)
Spec Corvette (SSC5)	Muscle Car (MC)
Formula Mazda (FM)	
Spec Racer Ford (SRFH)	SRF2
EM1	EM2

Appendix A

Class FA2

This class features the JS-F3 car manufactured by Ligier and run in Formula Regional Americas (FR Americas). The car may not be modified in any way, or have any additions made to it. FR Americas FIA F3 Regional Technical Regulations shall all be enforced except if otherwise noted herein. Items not listed here are in no way implied to be open or unrestricted. It is the intent of the rules to not permit innovation and alteration of the cars.

FA2.1 Minimum Weight:

Car & Driver: 1,670 lbs.

FA2.2 Engine:

2.0L turbo charged engine sealed by Honda Racing Development (HPD). Seals are anodized aluminum serialized cable seals in the following locations: Turbo, HPP Fuel Pump, Oil Pump, Valve Cover, Intake Manifold, Oil Pan.

FA2.3 Minimum Oil Level:

The minimum oil level is as follows: Measurement from the top of the oil swirl-pot down shall not be greater than 10.25" (for example, 10.S" would be too low of an oil level). Oil level should be checked not more than one (1) minute after the car has been running and turned off.

FA2.4 Transmission:

The transmission is a Sadev 6-speed paddle shifted sequential gearbox with a limited slip differential. The transmission is sealed at the rear cover and the casting split at the axle line on the right side.

FA2.5 Shock Absorbers/Dampers:

JRI Brand double adjustable dampers sealed with serialized plastic cable seals.

FA2.6 Spring Rates:

Standard coil springs in the following rates: 600-12001b in 1001b increments.

The car is fitted with **"H"** style anti roll bars front and rear. The bars each have seven (7) usable settings/holes for adjustment. Bars may be disconnected. The following size bars are allowed:

Front: 0.40" and 0.52"
Rear: 0.35", 0.40", 0.52"

FA2.7 Wood Floor:

Must be replaced if reference/wear holes are no longer visible (FR Americas minimum measurement not to be used).

FA2.8 Wheels:

Wheels are 13" diameter. Made by Team Dynamics Motorsports and have this cast into the outer rim.

Front Width: 10"
Rear Width: 12"

FA2.9 Tires:

Tires must fit the stock wheels and may be either Hancock or Avon in the following compounds, but may not be mixed:

Hankook C72
Avon Front: 15616
Avon Rear: 15506

FA2.10 Electronics:

The car utilized a GEMS GDi80 ECU with a spec map from HPD. It is located under the RH sidepod.

FA2.11 Camera:

Any camera may be used including an AIM SmartyCam which is permitted to log data from the ECU.

CLASS FA3

FA3 features the Pro Formula Mazda "Pro FM" or "PFM." The Pro Formula Mazda is the same RXS powered 6 speed sequential racecar used in the Star Mazda Championship from 2004-2012, and the Pro Mazda Championship from 2013 - 2017. All PFM cars competing in FA3 must comply with the 2012 Star Mazda Rules as available below except where stricken through or otherwise stated herein -where otherwise stated herein these rules supersede Star Mazda rules. Everything that is not explicitly authorized in these regulations, or in the technical bulletins which may be issued by the series during the season, is strictly forbidden.

2012 Star Mazda Rules available here:

https://formulaatlantic.net/wp-content/uploads/2021/11/2012-Star-Technical-Rules-Excerpt-4.10.14.pdf

FA3.1Engine:

FA3.1.A Engines must be built and have official motor seals from an approved builder.

Approved engine builders are:

- Star Race Cars (motors built or sealed by Star Race Cars prior to 1.1.13)
- Daryl Drummond Enterprises, Inc. (SCCA PFM FA spec) 541-761-5520.
- Speed Source (Pro Mazda Championship spec) 954-578-7071.

FA3.1.B Engine ECU map may be Star or Pro Mazda Championship.

FA3.1.C Specified air filter is K&N Filter P/N 050-539 only with original air box P/N 050-560.

FA3.1.D Option air filter is Pro Mazda Championship Spec Air Filter (Mazda P/N: N3Hl-13-Z40) in combination with "Speed Source Reset Airbox" (P/N RESET Air Box).

FA3.2 Fuel: Only SCCA legal fuel may be used.

FA3.3 Gears: Competitors have a choice of two sets of gears:

FA3.3.A Set "A" shall consist of: 12/29, 15/30, 15/25, 19/27, 20/25, 19/21

Or

FA3.3.B Set "B" shall consist of: 12/29, 17/30, 19/27, 18/22, 24/26, 24/24

FA3.4 Weight: Minimum weight with driver- 1305 lbs.

FA3.5 Electrical and Instrumentation:

FA3.5.A. Battery shall be securely mounted in standard, left side pod position. Size and type are unrestricted provided it is a 12 Volt-rated gel cell. Car may have connections fitted for auxiliary battery. Auxiliary battery is permitted for starting the motor only, and may not be permanently attached to the vehicle.

FA3.5.B. ECUs are serviceable only through the manufacturer Star Race Cars or Formula Car Challenge

FA3.6 Car Configurations, Updates:

The following car configurations are legal:

Current PFM spec car as described in Star Mazda Rules referenced herein, with these additions: original Steering (Ackerman) Arm P/N 010-503 may be used, original Track Rod P/N 110-506 may be used.

OR

Original PFM spec car as delivered in 2004. 2004 spec cars may have updated the following components only to be considered a 2004 car: traction control switch and fuel trim switch to 11 position P/N 095-538, rear clevis to upright P/N 020-531. 2004 spec cars must use the two piece upper nose bracket: Upper Nose Mount-Nose Side (P/N 030-565), Upper Nose Mount-Tub Side (P/N 030-566)

2006 rear attenuators are optional, but highly recommended.

Components made for the Pro Mazda Championship - and sold by Carl Haas Auto - which are in all functional ways identical to Star parts and use the same part number with a Carl Haas Auto Prefix may be used in the originally designed and intended location.

FA3.7 Cooling:

As delivered. Star Race Cars water radiator Fan l(it is permitted, consisting of the following P/N:

FA3.7.A Electric Fan Sub Harness P/N 080-568.

FA3.7.B Automatic Electric Cooling P/N100-539.

FA3.7.C Cooling Fan Brackets and Studs (if using radiator not delivered with mounts) P/Ns 100-540 and 100-541.

FA3.8 Suspension:

FA3.8.A Only shock absorbers serviced and sealed by Star Racecars or Formula Car Challenge are allowed.

FA3.9 Brakes:

FA3.9.A. Brake pads: Only Performance Friction PFC01 or PFC05 or PFC07 or PFC13.

FA3.10 Clutch:

FA3.10.A. Original spec clutch discs P/N 060-539 may be used.

FA3.11 Exhaust:

All cars may be fitted with World Speed Inc. or Star Mazda club muffler system with a Supertrapp flange should noise abatement be deemed necessary.

FA3.12 Tires: Avon 007 compound tires, or any Goodyear

F4 Regional Only Class Rules

Formula 4 (F4) is a recognized SCCA Pro class. The intent of the San Francisco Region Regional Only classification is to permit F4 to race under their specific F4 rules (Pro Rules) and compete as an F4 Class at eligible SFR Regional/Divisional race weekends.

Technical Specifications for F4 are defined in the US F4 Sporting Regulations - referencing the latest version found via SCCA Pro F4 Series rules. Cal Club has the latest version on-line at:

https://caId ub.com/wp-content/uploads/2018/01/2018-F4-USChampionship-Regs.pdf

F4 will run as a Regional Only Class within SFR Regional/Divisional events, and these events are operated under the SCCA GCR. All requirements/rules identified in the GCR are governing, regardless of those listed in the US F4 Sporting Regulations. The GCR takes precedence where conflict exists.

FFT - Formula Ford Tire

FFT.1 Must meet all rules for FF except must use an R60 Hoosier tire.

ITE - Improved Touring E

The only IT rules that apply to ITE are:

ITE.1 Any tub chassis production vehicle running with DOT tires.
ITE.2 Preparation Rules: International Sedans may modify the floor pan/rocker panel sections.
ITE.3 Cars must meet or exceed the IT safety requirements of the current General Competition Regulations.

S2 - Sports 2000

S2.1. Regional Class S2 cars shall comply with the 2013 GCR Section 9.1.8. Sports 2000 rules in the entirety.

S2.2. Competitors must have available for review a copy of the 2013 GCR, Section 9.1.8., Sports 2000 rules with them at the track.

SMG - Spec Mustang

Cars entered in San Francisco Region regional events as Spec Mustang (SMG) will follow all requirements in the 2019 SCCA GCR, Appendix M. SMG Technical Regulations, plus the following additional requirements:

SMG.1. Spec Tire: Hoosier - 295/30/18 - R7

SMG.2. Three (3) "Hoosier" stickers, one on each side, one front.

SMG.3. Two (2) "Hooked On Driving" stickers, one on each side.

SMG.4. ABS controller part number #M-2353-CA is an approved alternative to the original part listed.

Contingencies: Tires Supplied by Hoosier Tire West, Phone: 559-485-4617, Fax: 559-485-4632; $350 each, pick up at the track, mounting: $8 each.

SMT- SPEC MIATA T

Spec Miata Twill run under the National rules, GCR Spec Miata (SM). Specifications Section 9.1.7, with the following exceptions/additions.

SMT.1 To qualify and/or receive regional points, trophies, and victory flag, Spec Miata T drivers must use Toyo Praxes RR tires, size 205x50x15. All four tires on the car shall be the same manufacturer and model. The Toyo RA1is also allowed but recommended only for wet conditions.

Any contingencies supplied from the manufacturer are the responsibility of the Driver to collect.

SMT.2 Any Spec Miata T driver not using the required spec tire, regardless of qualifying time, must start at rear of SMT field. The only modifications allowed to tires are having treads "shaved" or "trued."

SMCS Item 9.1.8.C.4.a.3: Also allowed: Ground Control coil-over kit 5030.04.

SMCS Item 9.1.8.C.7.e: Detachable hardtop manufactured by Snugtop may also be used.

SSM - SEALED SPEC MIATA

Sealed Spec Miata is a limited preparation class.

SSM.1 To be eligible for points, trophies and any other rewards, cars must meet all the rules for Spec Miata T.

SSM.2 In addition, the engine utilized in the car for any session or race shall be sealed by MCE Racing [530-934-3237] or another San Francisco Region designated supplier. The seals installed on the motor shall be registered by MCE Racing and shall always remain intact and untampered with.

SSM.3 At any SFR Regional Event, any car may be selected for compliance check which may include a

dynamometer check for max HP and torque using a SFR-designated supplier. Any seal that is missing or damaged or a dynamometer reading greater than 115 HP or103.5 ft-lb of torque is grounds for disqualification from the event.

SSM.4 In addition, the car must be re-tested and re-sealed at the owner's expense before being allowed to compete again, including any additional events on the weekend that the discrepancy is found. All compliance and testing results will be posted by SFR in such places as it deems appropriate.

SMT/SSM in ITA and ITS

1990-2005 SMT or SSM class-compliant cars may enter ITA. SMT or SSM cars entering as ITA cars must comply with all SMT/SSM Class rules except for tires, which must comply with GCR Section 9.3.45 (Tires). All other ITA entries must comply fully with ITA class rules per GCR Section 9.1.3.

A 1999-2005 SMT class-compliant car may enter ITS. SMT cars entering as ITS cars must comply with all SMT class rules except for tires, which must comply with GCR Section 9.3.45 (Tires); and restrictor plates, which must comply with GCR

SP - Super Production

Cars or pickup trucks which exceed the preparation limitations of the applicable Production or GT Specifications, but which meet the general regulations of Section 9 of the GCR for GT category cars. Aerodynamic devices are permitted.

ITX- Improved Touring eXtra

Revised February 2013

RX7 and SMT/SSM cars with the Region reserving the right to make "quick change" competition adjustments (Venturi-type intake restrictors, Supertrap exhaust restrictors with number of plates specified, etc.)

AND

Consists of cars eligible with the following exceptions: SSGT, turbo and supercharged cars.

*The Region reserves the right to handicap or make additional restrictions to make these cars competitive (i.e., adding weight or tire size).

ITX. Preparation Rules. Year: 1984 to current models compatible with the above

ITX.1 Lubrication System

ITX.1.a. Oil pans, pan baffles, scrapers, windage trays, oil pickups, lines, and filters are unrestricted.

ITX.1.b. Oil and power steering hoses may be replaced with metal braided hose (i.e., Aeroquip).

ITX.1.c. A pressure accumulator/"Accusump" may be fitted. The location of the filter and accumulator is unrestricted, but they shall be securely mounted within the bodywork.

ITX.1.d. All oil lines that pass into or through the driver/passenger compartment shall be metal or metal braided hose.

ITX.1.e. Dry sump systems are prohibited unless fitted as standard equipment. Engine oil and oil additives are unrestricted.

ITX.2. Other Vehicle Systems - Suspension, interior, body, wheels, tires, etc. may be modified within the specifications and restrictions of the Improved Touring rules or they may be left stock. This is to allow a competitor to upgrade as their money becomes available.

ITX.3. Cooling system may be modified within the IT rules, but the engine cooling thermostat shall be retained, and shall be of the type and temperatures specification of the original.

ITX.4. Flywheel shall remain as original, but the clutch may be replaced per IT specifications.

ITX.5. Safety- Cars shall comply with the safety requirements of the IT classification ABS brakes are allowed but may be deactivated or removed. Fuel cells are not permitted.

CF - Club Ford

CF.1 Cars must have been built before January 1, 1982, with all four (4) corners of the spring/shock units mounted outboard of the frame, i.e., one (1) end of the coil spring/shock unit must be mounted in the outboard area of the lower A-arm/control arm or on the lower area of the upright/hub carrier.

Exceptions to CF.1and accepted as Club Fords will be:

Lola T-440
Zink Z-10
ADF Eagle
Van Diemen RF 81
Elden PH-6
Royale RP 24, RP 26
Martyn FEF

CF.2. Cars may be modified as long as the major suspension components (spring/shock) remain where they were originally manufactured and the water radiator(s) are not relocated to an inboard, amidships position.

CF.3. All cars must run on the American Racer Compound 133 Tire to be eligible as a Club Ford. In the interest of safety, the tire rule will be waived upon declaration of a "rain race" by the Chief Steward.

Tires need not be marked prior to qualifying. Competitors, whether the tires are marked or not, do not have to use the same tires in the race as were used in the qualifying.

CF.4. Club Ford cars must display class designation as "CF".

CF.5. Cars must conform to GCR and Formula F Specs unless otherwise stated in the Club Ford Rules, as follows:

CF.5.a. Body work is free within the GCR FF dimensions. It is permitted to add vertical side plates to the sides of the spoilers/tails of Club Ford cars. Maximum side plate height is 6 inches, of which not more than 4 inches may be above the horizontal surface of the spoiler/tail. The spoiler/tail and side plates cannot exceed the length or width specified per GCR body work rules. Spoiler may be capable of adjustment. Cockpit adjustment is not permitted.

The Region Board of Directors appoints one or two class Administrators to act as liaison to the class. The Administrator(s) oversees the class and reports to the Board.

Club Ford Administrator: Neil Porter, Porter Racing, 4814 East Childs Avenue, Merced CA 95340; Phone (209)722-7373; FAX(209)722-6426

Club Ford meetings are open to all class participants (drivers/owners/entrants/crew) for purposes of discussion and idea exchange. For purposes of voting, each car entered for that weekend's meet shall carry one vote. Any team member may vote for that team's car. For purposes of policy making, a 2/3 majority will be required of the attending qualified voters. There shall be a minimum of two meetings per season of Club Ford class participants to be held at road race events. The first meeting will be held at the first road race each season. The second meeting shall be held in the second half of the calendar year at a time to be arranged. At least one Administrator or one Committee member shall attend each meeting.

Questions regarding Club Ford rules or car eligibility will be answered by the Administrator(s) or members of the Committee. The Administrator(s)/Club Ford Committee will rule on requests for inclusion of additional cars, or to confirm the eligibility of any car competing in the class. Final approval of Club Ford rules rests with the Region Board of Directors.

Formula F The Series

Rulebook

12/5/2025

Formula F The Series is a race group for Formula F cars as defined by the SCCA General Competition Rules (GCR). Formula F The Series follows the December 2017 SCCA GCR[1] section 9.1.1 B[2] with the following exceptions.

Tires

The following Hoosier tires are permissible:

Dry

Bias Ply

Front – 20.0 X 6.0 – 13 Hoosier part number H43130R60A
Rear – 22.5 X 7.2 – 13 Hoosier part number H43307R60A

Radial

Front - 185/60-R13 Hoosier part number H43322
Rear - 205/60-R13 Hoosier part number H43327

Vintage

Front - 135/545 – 13 Vintage FF Hoosier part number H44165
Rear - 165/580 – 13 Vintage FF Hoosier part number H44170

Wet

Front-Hoosier W3 Radial 185/60R13 Hoosier part number H44421
Rear-Hoosier W3 Radial 205/60R13 Hoosier part number H44426

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1 https://dk1xgl0d43mu1.cloudfront.net/user_files/scca/downloads/000/039/330/GCR-_Updated_December_2017.pdf?1512078590

2 All sections other than 9.1.1 B, including sections 9.3 and 9.4.5, will follow the currently in place GCR

FFTS is permitted a maximum of four (4) dry tires and four (4) wet tires for all Race Weekends. This is effective beginning with the first (1st) qualifying session of the event. The tire limit does not apply to testing or practice. It is the competitor's responsibility to ensure that the tires are declared, marked, and logged by Tech immediately upon conclusion of the first qualifying session, as provided in the event supplemental regulations, or per the instructions of the Race Director or Chief Steward. Use of tires in excess of the number allowed will result in a penalty. Failure to participate on declared/marked/logged tires after the time prescribed for the same may result in a penalty. If a tire is damaged during a qualifying session or a race, the competitor may replace the damaged tire with a used tire upon approval by the Race Director or Chief Steward without loss of time or finishing position. Second or subsequent damaged tires may similarly be replaced upon approval by the Race Director or Chief Steward, but such will result in the loss of grid position in the subsequent race or session; the competitor will start at the back of the grid. Replacement of a damaged tire with a new tire upon approval by the Race Director or Chief Steward will result in loss of grid position in the subsequent race or session; the competitor will start at the back of the grid.

Pistons

9.1.1 B. Formula Continental/F Preparation Rules Section 12.e.2 of the December 2017 GCR is modified to include the following optional Pistons from JE:

PN 385725-191 - Standard Piston or PN 385726-196 - 0.005" oversized Piston

Championship Points

Each driver will be awarded points for race finishes as follows:

Position	Points
1	20
2	15
3	12
4	10
5	8
6	6
7	4
8	3
9	2
10	1

Each driver will have their two lowest race points awarded of the year dropped from the total points to determine the Champion. Points are awarded to all drivers that take the green flag.

SSC5 -

1. Car Preparation Rules

SPEC C5

2026 Rules Per Website 1/4/2026

1.1. Vehicle Eligibility

Any Corvette hatchback base model year 1997 to 2004, fixed-roof coupe (FRC) model year 1999 and 2000, or Z06 model year 2001 to 2004 that passes SCCA or NASA safety technical inspection can be used in Spec Corvette provided it is in compliance with the rules set forth below.

1.2. Competition Weight

Minimum competition weight is 3200 lbs. Competition weight includes driver, fluids, and all items, directly **after** you pull off the track post race.

1.3. Competition Horsepower and torque

Maximum competition horsepower is 380 horsepower measured at the rear wheels on a DYNOJET with SAE 5 correction. The GM LS6 engine is the benchmark engine. Each car will be required to submit the racing vehicles dyno sheet for approval before its first race and subject to random dyno testing. Racer dyno sheets will also be posted to the website for reference. **UPDATE 1.3.1 (9-1-24) Competition Torque Limit. All vehicles are limited to a maximum of 380Ft lbs of torque.**

1.4. Competition Tires

Vitour P1 tires are the official tires of Spec Corvette.

1.4.1 ViTour Tempesta P1 tires are the official tires of Spec Corvette for 2025.

1.4.2 Nankang NS-2R tires are still allowed for 2025 season.

1.4.3 All cars must be equipped with 315/30/18 on all four corners and all four tires must be the same make.

1.5 Reliability

Red Line Oils are the official lubricants of Spec Corvette. Fluids are open. Larger radiator, engine oil, transmission and differential coolers are allowed.

1.5.1 **(Update 10-17-24)** Modifications to Radiator Air Shroud to increase radiator cooling efficiency is allowed. Replacement of factory air shroud with other material is allowed. New air shroud cannot be wider than inside of frame rails. The front bumper must remain in factory shape – unmolested and air shroud must mount to it in factory location. Upper Radiator Support must retain factory location. Factory air dam must remain in its factory location. Trackspec Part # Allowed for replacement shroud.

2. Chassis

2.1. Suspension - ALL FACTORY SUSPENSION PICK UP POINTS MUST REMAIN. Moving or adjusting ANY factory pick up point is strictly prohibited.

2.1.1. **Penske Spec Corvette sealed units are the official coilover system of Spec Corvette.** OEM and T1 mono-leaf springs and shocks are allowed. OEM C5 or OEM C6 uprights are allowed.

2.1.2. **Spec Racing SCT-1 sway bars, polyurethane bushings, and end links are the official anti- roll system of Spec Corvette.** These are a direct replacement for T1 sway bars. OEM C5, C5 Z06, and T1 sway bars are allowed.

connection points. **UPDATE Factory mounting positions must be maintained for all**

2.1.3. A-arm bushings may be upgraded to monoball, delrin, or polyurethane. OEM rubber bushings in OEM A-arms are allowed.

UPDATE (10-17-24) NO OFFSET Suspension bushings

allowed. Alignment settings are limited to the factory cradle limits and factory suspension pick up points.

2.1.4. OEM hubs are allowed, but not advised. OEM hubs are guaranteed to crack at the flange under frequent racing conditions. SKF racing hubs with ARP extended studs are allowed and recommended.

2.1.5. Bump steer kits are prohibited. Only OEM or factory replacement tie-rod ends are allowed.

2.1.6. Track Width - Maximum Track width allowable is 76.5" measured at the ground directly below the outermost part of the tire. This measurement is found using Trackspec 18 x 11 SPEC Wheel in +54 Offset. Spacers may be added to narrower wheels to achieve equivalent track width BUT MUST NOT EXCEED stated track width maximum. Measured with Vitour P1.

2.1.7. UPDATE(10-17-24) All factory suspension pick up points must be maintained. Trackspec's rear upper coilover offset shock mount may be used, part number C56UPRMNT.

2.2. Alignment (Revised 1/1/2022) - Limited to all factory suspension pick up points and factory cradle limits. This includes NO OFFSET BUSHINGS.

Front Camber is OPEN. Front Toe is OPEN. Caster is OPEN.
Rear Camber is OPEN. Rear Toe In is OPEN.
Rake and ride height settings are open.

Suggested Alignment Starting Points (Revised 09-05-2022)

Front Camber 2.7. Front Toe 0. Caster max.
Rear Camber 1.2. Rear Toe In 1/8.
3.5" front 4" rear to frame jacking points.

2.3. Brakes

Wilwood Disc Brakes AERO6Rs are the official big brake kit of Spec Corvette. This includes the radial 6-piston caliper and rotor kit (part no. 140-14557-N) and flexline kit (part no. 220-8176). OEM brakes are allowed. Race pad compounds are open.

All cars must run OEM or factory replacement rear brake calipers. Aftermarket 2-piece rotors are allowed for improved reliability and life but must maintain factory dimensions. Rear stainless brake lines are allowed. Race pad compounds are open.

2.3.1 UPDATE (10-17-24) Brake Master Cylinder New C5 Brake Mater Cylinders not recommended. Replacing stock Master at 100k miles is suggested. Use Master from a donor C5 Corvette or use Master and Booster from 2009-2013 Corvette allowed. C6 Master Cylinder Part Number. GM 19418187 Booster Part Number 19418516.

2.4. Bracing and Bushings

Aftermarket engine, differential, and transmission mounts are allowed and recommended. Solid or polyurethane replacements are allowed. Transmission/differential bracing such as the DTE Differential Brace is expressly prohibited (see Section 4.5).

2.5. Wheels

Wheels must be 18" diameter and a minimum 10" width and maximum 11" width on all four corners. Wheels must weigh 20 lbs. minimum. Aftermarket wheel studs and lug nuts are allowed.

2.6. Interior

2.6.1. Vehicle must retain OEM dashboard. Dashboard may be cut to allow installation of roll cage. Removal of OEM radio and shifter trim is allowed.

2.6.2. Steering wheels are open. Quick-release steering hub is allowed.**Update (10-17- 24)** Factory Steering column must remain. Aftermarket not permitted.

- Removal of airbags, carpet, insulation, AC/heating, windows, radio, passenger seat, parking brake, sunglass holder, mustache combs, gold chain lanyards is allowed.
- Removal of non-essential wiring is allowed.

3. Engine

It's real simple. Don't touch it. If you think it's not allowed, it's not allowed. If you think it might be allowed, it's probably not. Be sure to ask questions if you are unsure about the specifications.

3.1. Engines must be stock LS6 or LS1. LS6 Engine is the benchmark engine. LS1 Engines upgradable with OEM unmodified LS6 243/799 heads, LS6 camshaft, and LS6 intake manifold. Cylinders may be honed during rebuild with maximum .010" over bore to clean up cylinder walls.

3.2. Exhaust manifolds must be stock. Pre-2001 cars may upgrade to LS6/2001+ exhaust manifolds. Removal of catalytic converters and exhaust after manifolds is open to modification. LS1 Engines with unported 241 heads, LS1 OEM camshaft, and unported LS1 intake manifold may add TPS Motorsport headers (part no. TPS-C5178LTH) and factory LS6 intake. Basically bone stock corvette LS1 can be equipped these headers and LS6 intake instead of upgrading to LS6 heads and cam as a budget friendly bump in horsepower. **No combination other than stock LS1 as mentioned** may use headers. (Updated 02-15-21)

3.3. All cars must be equipped with unmodified OEM LS1/LS6 throttle body and MAF sensor. Porting and any other modifications are strictly prohibited.

3.4. All cars must be equipped with the OEM Corvette airbox assembly. "Zip tie/flip tie mod" is allowed. Factory accordion bellows tube connecting to the throttle body must be run. Aftermarket smooth tubes are strictly prohibited. (Updated 08-19-21)

3.5. OEM LS6 intake manifold must be untouched. Porting and any other modifications are strictly prohibited. Stock LS1 engines can be upgraded to LS6 intake manifolds.

3.6. OEM LS6 243/799 heads must be untouched. Porting, polishing, and any other modifications are strictly prohibited.

3.7. OEM LS6/LS3 and factory replacement valve springs are permitted and recommended. PAC 1218 valve springs are also permitted. Valves must be factory sized and untouched.

3.8. Oil catch cans are allowed. Stock oil pump may be replaced with high pressure/high volume pump Melling part no. MEL10295 or MEL10296. Improved Racing Oil Pan Baffle Kit (part no. EGM-202) is allowed and recommended. OEM "Batwing" pan is allowed and recommended. Accusump oil injection system is allowed. Dry sump oiling systems of any kind are strictly prohibited. ONLY SCCA T2 grandfathered vehicles allowed to run dry sump during grace period.

3.9. Factory LS1/LS6/LS3 water pump with factory drive ratio is allowed. Under-driven water pumps are prohibited. Electric water pumps are prohibited. (Updated 05-25-21)

3.10. Katech Belt Tensioner (part no. KAT-A4425) and Trackspec Belt Tensioner (SKU:C5BELTTENSIONER) is allowed to prevent belt walking.

3.11. OEM engine ECU is mandatory. Tuning for race gas and use of race gas is strictly prohibited. **All cars must run local pump gas 91oct maximum.** If your region has 94oct available, it must be written into region rulesets and approved by your region director.

3.12. Underdrive Balancer is strictly prohibited. Factory-sized steel balancer or ATI factory replacement steel damper permitted (part no. 917246). (Updated 08-19-21)

3.13. Factory Rev Limiter MUST BE MAINTAINED at 6600 RPM. Extended rev limiter to higher than 6600 is prohibited. (Updated 11-28-22)

4. Drivetrain

All cars must be equipped with the factory transmission, torque tube assembly, rear differential and housing.

4.1. All cars must be equipped with OEM MN6 or MN12 transmissions. All factory gear ratios must be maintained. Transmissions may be rebuilt with improved reliability (steel forks, bronze, etc.) but overall performance and gearing cannot be altered.
4.2. OEM LS6 clutch with factory steel flywheel is allowed. LS7 factory clutch with RAM Clutches 19lb aluminum flywheel is allowed to improve clutch reliability and bring overall unit weight back down to LS6 level.
4.3. OEM GM or Tilton Adjustable Clutch Master Cylinder is allowed. Please be advised to properly adjust the Tilton or you will have clutch failures. Extending clutch bleeder line is allowed.
4.4. OEM GM rubber guibos, aluminum solid, polyurethane guibos, or any combination of these are allowed for increased reliability. Factory prop shaft must be maintained.
4.5. All cars must be equipped with OEM rear differential and factory gears. Aftermarket differentials and LSDs are strictly prohibited. Rear gears maximum 3.42 ratio. All cars must use factory housing. Bracing is prohibited and is not needed.
4.6. Transmission shifters are open. We have had the best luck and recommend the factory C6 shifter. Cheap and reliable. Aftermarket shift knobs are open.

5. Bodywork

5.1. **Trackspec Motorsports T1 Hood Louvers are the official hood vent kit of Spec Corvette (part no. C5T1HL).** All hood louvers must be installed in the specified location. All other vents are prohibited.
5.2. **Trackspec Motorsports/G-Stream 3" Rear Spoiler is the official spoiler of Spec Corvette.** Spoiler must be installed in the specified location. All other spoilers and wings are prohibited.
5.3. The removal of the trunk tub is allowed to gain access for easy differential and transmission removals. The tub is allowed to be cut at the intersection of the vertical walls where it meets the horizontal trunk area. A closeout panel is allowed to be fabricated and installed to complete a flat surface across the trunk area. Fans and differential and transmission oil coolers may be mounted to this close out panel.
5.4. OEM headlights may be removed. Aftermarket covers or lights may be used in place of headlights as long as the top surface does not deviate from factory shape and plane. i.e Froggie style headlights not allowed.
5.5. Windshield - Factory style glass windshield must be used. Plexi or polycarbonate front or rear glass not permissible.
5.6. (Update 10-17-24) Wiper Motor and Arms assembly must remain. Cowling parts to remain.

6. Safety

The safety rules within the SCCA General Competition Rules are the overriding guidelines with regards to safety specifications listed.

- Roll cage must meet SCCA specifications for T1 (currently Section 9.4 of the 2021 SCCA GCR).
- FFP Racing is the official fire system provider of Spec Corvette. All cars must be equipped with a 10lb. fire suppression system.

6.3. All cars must be equipped with a master kill switch.

6.4. All cars must be equipped with an FIA approved racing seat. Halo protection is strongly recommended. Sparco Racing supplies the official seats of Spec Corvette.

6.5. All cars must be equipped with an up-to-date FIA or SFI harness.

6.6. All cars must be equipped with a window net.

6.7. All cars must be equipped with front and rear tow hooks.

6.8. All drivers must be equipped with a Head and Neck Support (HANS) or equivalent.

7. Data

7.1. All cars **must** be equipped with hard-wired and operational front and rear video cameras.

7.2. All cars must make available the factory OBD2 port for purpose of data collection from cars ECU upon request. If running an AIM dash, A port splitter may be used to pull data

8. SCCA T2 Vehicle Cross-classing Eligibility - For the 2025 season, T2 corvettes are no longer compliant under SPEC Corvette Rules as per the agreement made in 2022.

MC – Muscle Car

(Effective August 15, 2026)

1. INTENT. Regional only class MC is formed to provide a competition class for those certain cars manufactured between 1964 and 2013, as specified In the SCCA General Competition Rules (GCR) version effective date September 1, 2018, GCR Section 9.1.6 for A Sedan Class (AS), and as shall further be added as a supplement to these rules.

2. SAFETY. All cars shall conform to GCR Section 9 for the current competition year for class A Sedan and/or class T2 for Restricted Prep cars.

3. MODIFICATIONS. All cars shall conform to the specifications listed for A Sedan in the September 1, 2018, GCR Section 9.1.6 with the following changes:

    a. Full Prep: Maximum engine displacement shall be 358 cubic inches. Rev limiters may be imposed on any given engine configuration in order to maintain durability and/or engine parity.

    b. Full Prep: Any OEM factory type roller, hydraulic flat tappet or mechanical flat tappet lifters and camshaft may be used. Maximum valve lift is .5000” measured at the valve at running valve lash.

    c. Full Prep: Any OEM factory production iron heads meeting compression ratio, valve size and manifold rules in GCR 9.1.6 may be used.

    d. Full Prep: General Motors cars may use Trick Flow Specialties -Trick Flow® Super 23® 175 Fast as Cast Cylinder Heads for Small Block Chevrolet. Part numbers TFS-30310001, TFS-30310002, TFS-30310003, TFS-30310004, TFS-30310004, TFS-30310005, TFS-30310006 or TFS-30310007 may be used. No modifications to cylinder head castings are allowed.

    e. Crate Motor equipped full preparation vehicles:
        1. Full Prep: Crate engines meeting manufacturer specifications for the specific car may be used.
        2. The following “crate motors” may be utilized in Full preparation vehicles: Ford Performance M-6007-D347SR7 engine assembly for Ford produced vehicles. GM Performance parts CT400 P/N-19370604 engine assembly for GM produced vehicles.

        3. No modifications may be made to these engine assemblies except the following listed components. All replaced components must be replaced with components meeting existing full preparation rules. If components are not furnished with the “Crate Motor” assembly, all additional components must meet existing Full preparation rules:
            i. Oil pan, oil pump and oil pump pickup.
            ii. Connecting rods
            iii. Valve springs
            iv. Valve/Rocker covers
            v. Aluminum Carburetor Spacer – Maximum Thickness of 1.00”
            vi. Distributor assembly
            vii. Spark plugs
            viii. Water pump
            ix. Thermostat
            x. Fuel pump

    f. Restricted Prep - GM 4.8L, 5.3L & 5.7L LS Engine Option: GM cars may use an LS based 4.8L, 5.3L or 5.7L engine long block assembly from the 1998–2002 (Gen 4) Camaro/Firebird or 1999–2006 GM trucks prepared to the Restricted Prep rule set. The intake and exhaust manifolds; and all external accessories and electronics from the Gen 4 F-Body GM 5.7L LS cars must be retained. The Gen 4 F-Body GM 5.7L air intake system or the SCCA American Sedan restricted preparation SLP airbox must be used. The OEM camshaft from the Gen 4 F-Body GM 5.7L LS1 cars or the OEM 5.3L truck camshaft must be used. Nonstock aftermarket camshafts are not allowed.

    g. Full Prep: All gearboxes must use synchro-ring method of gear engagement. No “dog boxes” of any type are allowed. All gearboxes must have and use a 1:1 4th gear.

h. Wheels: Maximum wheel diameter is 18”. Maximum wheel width is 10.5”.

i. Tires: Tires with a minimum UTQG rating of 100 must be used. Maximum cross section is 275.

j. A Sedan air dam/splitter specification, may be used. The A Sedan spec aftermarket fiberglass hoods may have the rear opening functional.

k. Minimum weight for all cars with 13.10” or less diameter brakes is 3,200 pounds. Minimum weight for cars with brake diameters greater than 13.10” is 3,400 pounds.

l. All cars shall carry the class designation MC on both sides of the car with a minimum height of 4”.

m. Rear spoilers or wings shall be as originally fitted or as specifically authorized on the specification line for that vehicle. NASA CMC spoilers and others are not allowed.

n. Vehicles with rear trailing arms may replace OEM arms with tubular arms. Arms must maintain stock length and serve no other purpose than locating rear axle assembly. Pins, keys, or weldment may be used to prevent the rotation of alternate bushings but may serve no other purpose than that of retaining the bushing in the desired position.

o. The installation of a fuel safety cell meeting GCR Section 9.3.26 requirements is not required but is allowed and strongly recommended.

p. Spec Mustang Prepared Vehicles: SCCA SMG rules remain in place with the following changes:
   i. Minimum Weight: 3,500 pounds
   ii. Wheels: Maximum wheel diameter is 18”. Maximum wheel width is 10.5”.
   iii. Tires: Tires with a minimum UTQG rating of 100 must be used. Maximum cross section is 275.
   iv. Front Air Dam/Splitter: A sedan air dam/splitter specifications may be used. SMG aero that is within the spirit of the A sedan specifications is allowed: Classic Design Concepts Steeda PN 067-110020 Chin Spoiler GT or front fascia that includes integrated spoiler: Steeda PN 555-500.
   v. Rear Wings/Spoilers: Rear SMG wings/spoilers must be replaced with as originally fitted or specifically authorized on the specification line for that vehicle.
   vi. Differential Gear Ratio: Differential gear ratio is open.

4. GOVERNING BODY: San Francisco Region SCCA shall be the governing and sanctioning body for MC.

5. CLASS DIRECTOR: A class director(s) shall be appointed by the San Francisco Region Competition Director at the beginning of each competition year in January. The Director(s) shall be ratified by a majority vote of class drivers with one vote each for every competitor that participated in the MC class in the prior year. It shall be the responsibility of the Director(s) to liaison with the SF Region in all matters relating to class MC. The Director(s) shall have the power to implement competition adjustments to the class throughout the year with a 30-day notice to all class participants of such adjustments.

- 2026 MC Class Directors
  Charlie Laster: calaster@me.com
  Darryl Seefeldt: dseefeldt@comcast.net
  Richard Pryor: pryor1948@gmail.com

6. The Chief of Technical Inspection and the San Francisco Region Competition Director shall be supplied with the SCCA General Competition Rules (GCR) with an effective date of September 1, 2018, GCR Section 9.1.6 for A Sedan Class (AS) and the Muscle Car (MC) Supplemental Rules and Regulations by the MC Class Director(s) at least 30 days prior to the first scheduled race event of the calendar year. Additional competition adjustments to the class throughout the year shall be supplied to the Chief of Technical Inspection and the San Francisco Region Competition Director with an effective date of 30 days from given notice. Chief of Technical Inspection shall cause a copy of the September 1, 2018, GCR Section 9.1.6 for A Sedan Class (AS) and the Muscle Car (MC) Supplemental Rules and Regulations to be present at the Technical Inspection/Impound Area for each event at which the MC class participates.

FORMULA MAZDA

FM.1. Eligibility: Only cars homologated as Formula Mazda are eligible for competition in this class.

FM.2. Formula Mazda Description: Formula Mazda cars are one design, single seat, open wheel automobiles conforming to safety standards as per regulations. Engine - Mazda 13B rotary as approved by SCCA Road Racing.

FM.3. The Intent of the Rules All components of the car shall be purchased from Moses Smith Racing, sourced from the supplying manufacturer to Moses Smith Racing or fabricated as exact replicas of components supplied by Moses Smith Racing. It is the explicit intention of these rules and regulations to prohibit innovation and alteration of cars except as provided by these regulations or supplements.

FM.4. Additional Safety Requirements, Decals, and Patches A firewall, full width between the roll bar upright, securely attached at the level of the shoulder harness attachment bolts, up to and bolted to the upper headrest cross member, is mandatory. The manufacturer's new rollover bar design (February 2000) for the Star Race Car FM chassis is accepted. All Moses Smith Racing Formula Mazda chassis shall be converted to the manufacturer's new rollover bar design by 1/1/2001.

FM.5. Electrical: Alternators, Moses Smith Racing P/N 080-120, shall be in working order and not modified in any manner. Belt tension shall be within the factory tolerance.

FM.5.b. Battery shall be securely mounted in front of the master cylinders, in the center nose support frame. Battery type is unrestricted.

FM.5.c. The wiring harness may be modified so long as it does not change the actual electrical function of the car and does not override the alternator or rev limiter.

FM.5.d. The use of the MSD (P/N 6446 only) 6Tspark box, MSD Soft Touch limiter, or MSD (P/N 6420-6AL), or MSD (P/N 6430-6ALN) is mandatory.

The location of the spark box and limiter is unrestricted, provided that access to visually inspect and remove the limiter chip is not impeded.

A 6600 rpm limiter chip is standard. A maximum rpm of 6850 is allowed. Competitors may use adjustable rev chip (Moses Smith Racing part# 080-135).

Competitors are advised that MSD chip function may vary with temperature and should take measures to ensure compliance at all times.

FM.5.e. Instrumentation is unrestricted.

FM.5.f.Bosch Blue coil is mandatory.

FM.5.g.MSD Spark Plug wires (Part #31919) are mandatory.

FM.6.a. Radiators and Plumbing: Fluidyne oil cooler #DB30130 or any brand oil cooler measuring (± 1/2") 2" thick x 12" wide x 12 1/4" high shall be fitted behind the engine in front of the wing, above the gearbox.

FM.6.b. Water radiators shall be fitted in both sidepods. They shall be installed in series with each other. The swirl pot shall be connected to the inboard inlet of the left radiator. The outboard outlet of the left radiator shall be connected to the right- side radiator's outboard inlet. Approved radiators: Volkswagen P/N 171121253D. Moses Smith Racing P/N 100-101 and Moses Smith Racing P/Nl00-142.

FM.6.c. All cars shall be equipped with oil and coolant catch tanks per GCR Section 9.3 Oil Catch Tanks, Filters, and Breathers.

FM.7. Flat sheet metal blanking material may be fitted surrounding the radiators and oil cooler to prevent cooling air from leaking around the radiators or oil cooler rather than passing through. Synthetic foam sealing material may also be used for this purpose, provided that any combination of materials do not extend more than 3" beyond the plane of the radiator or cooler, and may not extend outside the standard bodywork. Screens may be used to protect the radiators from damage; screen material is unrestricted.

FM.8. Engine

FM.8.a. The spec engine shall be the six (6) port Mazda 13B Rotary or the four (4) port Mazda Renesis Rotary as approved by SCCA Inc. Said engine is to be sealed by an approved engine builder and shall remain so with no modifications to the engine or any of its accessories or components. All engines shall be returned to an SCCA approved engine builder to be dyno'ed and resealed with the new generation engine seals.

FM.8.b. No engine may be rebuilt except by a rebuilder approved by SCCA the Club Racing Board. Approved Engine Builders: Daryl Drummond Enterprises, Inc. 3590 North River Rd, Gold Hill OR 97525 mailing address: 9.1.1. Formula Mazda (FM) Specifications GCR - 257, PO Box 678 Rogue River OR 97537 (541) 582-1786

FM.8.c. The use of any impregnating material in the engine is expressly prohibited.

FM.8.d. Engine drain plugs shall be safety wired.

FM.8.e. Alternate Header (13B) Moses Smith Racing P/N 050-133 or Moses Smith Racing system provided with Renesis conversion kit is permitted.

FM.8.f. Minimum flywheel weight - 8.5 lbs.

FM.8.g. Alternate one-piece intake manifold (part# 050-142) is permitted. If the Renesis motor is used, the standard, unmodified factory fuel injection must be used.

FM.8.h. Spark plugs are unrestricted.

FM.8.i. Ceramic apex seals, Mazda part number 0000-01-9115, may be used.

FM.8.j. Replacement Water Pump, Mazda part number 8AF2-15-010B may be used.

FM.8.k. Two functional belts must be used to drive the alternator and water pump.

FM.8.1. External Oil Metering Pump, Oil Injection Lines, Oil Injectors, and Associated Vacuum Lines may be removed and replaced with Oil Metering Pump Block Off Kit (MSR P/N 050-189). Metering Pump block off plate and Oil Injector ports must be plugged and/or sealed to avoid any leakage. When Oil injection system is removed, it is required to use premixed fuel. A minimum of one (1) oz of premium race grade premix oil per gallon of fuel is recommended.

FM.9. Fuel System: All carburetor jets are unrestricted, but no other modifications shall be made to the carburetor (50mm DCO/sp or 48mm DCO modified to 50mm, as supplied). Chokes 44mm. F.15 emulsion tubes are required. Only the standard Weber 48 DCOE intake horns are permitted.

FM.9.b Fuel pump, fuel filter(s), fuel pressure regulator are unrestricted. Fuel lines shall be AN - 6 metal braided hose, otherwise unrestricted.

FM.9.c. Only the factory fuel injection can be used with the Renesis motor. A restrictor plate supplied by the engine builder must be utilized in the throttle body. The plate shall measure .250" thick and contain .one 44.0mm hole centered in the plate with no radiusing. No air shall bypass the restrictor.

FM.10. Drivetrain

FM.10..a. Limited slip differentials, torque biasing devices, locking differentials or full locked differentials are prohibited. Aluminum or modification of the unit provided is prohibited.

FM.10.b. 10:3 ring and pinion.

FM.10.c. Polishing of driveline components is permissible through either conventional mechanical polishing techniques or by way of chemically assisted systems such as the REM Isotropic finishing system. Coatings are not permitted.

FM.11. Weight and Dimensions:

FM.11.a. Maximum wheelbase -

94-5/8" FM.11.b. Maximum track front -

59-1/4" FM.11.c. Maximum track rear -

57-3/4"

FM.11.d. Minimum weight with driver= 1350 lbs w/ 6 port 13B, 1400 lbs w/ 4 port Renesis.

FM.11.e. Ballasting is permitted. Ballast shall be mounted forward of the fuel cell but aft of the instrument panel bulkhead and/or aft of the nose pole but ahead of the master cylinder bulkhead. Ballast shall be mounted securely.

FM.12. Suspension: Ride height is unrestricted within the standard adjustment range. Droop limiters are not allowed.

FM.12.b. Anti-roll bar stiffness may be adjusted within the range allowed by sliding clamps on the anti-roll bar or front bars may be drilled for adjustment. Anti-roll bars may be disconnected.

FM.12.c. 5/8- or 11/16-inch front and 11/16- or 3/4-inch rear anti-roll bars (solid) are required.

FM.12.d. Shock absorber settings are unrestricted, but no alteration to the internal mechanism or fluid medium is allowed. Extended top shock spring retainers may be used to ensure clearance from sus pension members, or to prevent spring disengagement at full droop.

FM.12.e. Shock absorber-front: Koni P/N 82x-2236, rear: 82x-2269. Alternates: front: 8216-2420, rear: 8216- 9.1.1. Formula Mazda (FM) Specifications GCR - 258 2421, or front: 3012-1604FMF, rear: 3012-1616FMR. Spring rates are unchanged. Shock absorber sealastic-55mm P/N 000-141 (Koni P/N70-34-53- 000-0) or 40mm P/N 000-146 (Koni P/N 70-34-54- 000-0). Shock absorber packer(s) P/N 000-147 (Koni P/N 15-34-62-000-0). The number of packers is unrestricted. Sealastics and packers shall be unmodified except that the standard slit may be widened or made into a wedge shape to facilitate

installation and removal. When Koni shock absorbers 3012-1604FMF and/or 3012-1616FMR are used, the Koni shock bumpers P/N 000-152, Koni part# 72- 34-48-000-0 may be used.

FM.12.f. Springs:

Front: six (6) or seven (7) inch ± 1/4" unloaded free length, 450 or 750 lbs. finch rate.

Rear: eight (8) inch ± 1/4", unloaded free length, 400 or 500 lbs. finch rate.

FM.12.g. Camber, caster, toe-in/out, bump steer, are unrestricted within the adjustment range provided on the car.

FM.12.h. Manufacturer and construction of spherical bearings and rod ends are unrestricted; however, geometry and length cannot be changed.

FM.12.i. Allowable Lower Control Arm Configurations:

1. Original Front Lower Control Arm Moses Smith Racing P/N 000-118 can only be used with Camber Sleeve Moses Smith Racing P/N 000-119 and Camber Nut Moses Smith Racing P/N 000-120 with no modifications to any of the parts.

Or

2. Updated Front Lower Control Arm Moses Smith Racing P/N 000-158 can only be used with Updated Camber Sleeve Moses Smith Racing P/N 000-159 and Camber Nut Moses Smith Racing P/N 000-160 with no modifications to the parts.

3. Original Rear Lower Control Arm Moses Smith Racing P/N 020-110 can only be used with Camber Sleeve Moses Smith Racing P/N 000-119 and Camber Nut Moses Smith Racing P/N 000-120 with no modifications to any of the parts.

Or

4. Updated Rear Lower Control Arm Moses Smith Racing P/N 000-133 can only be used with Updated Camber Sleeve Moses Smith Racing P/N 000-159 and Camber Nut Moses Smith Racing P/N 000- 160 with no modifications to the parts.

FM.13. Wings: Wing "angle of attack" (front and rear) is unrestricted within the adjustment range. Rear wing adjuster link (P/N 110-126) length is 2.25" overall. It is permitted to shorten existing rear wing adjuster links to 2.25" overall length to match revised part (P/N 110-126).

FM.13.b. Wings may be of aluminum construction but shall conform to stock dimensions as described by the manufacturer.

FM.13.c. Gurney flaps for wings (3/4" Front max. & 3/8" Rear max.) are permitted, provided they are mounted on the upper surface of the wing). Note: Gurney flaps are measured from the upper wing

surface, normal to the surface and must not serve to increase the plane of the wing. (Quick change attachment is prohibited, bolted, or riveted only)

FM.14 Brakes

FM.14.a. Tilton brakes bias adjustment may befitted.

FM.14.b. Brake master cylinder- Use of (any) 3/4" or 5/8" master cylinders (with individual reservoir) is approved.

FM.14.c. Any mass-produced brake pad that fits the standard caliper without modification is permitted.

FM.14.d. Modification of the brake rotor is prohibited. Option: Two-piece brake rotor, Moses Smith Racing P/N 040-126 and Moses Smith Racing P/N 040-127 may be used. Minimum brake rotor thickness= 0.300".

FM.14.e. Optional brake caliper Moses Smith Racing P/N 040-130 may be

substituted. FM.14.f. The use of any ferrous brake caliper piston is permitted.

FM.15. Tires and Wheels

Formula Mazda Tire Specification

FM15.1. Dry Tire - Goodyear 470 Compound Tire

FM.15.1.a. Front Tire - Goodyear P/N D2659 - 20.0 x 7.0 -13 -470 Compound

FM.15.1.b. Rear Tire - Goodyear P/N 2660 - 22.0 x 9.0-13 -470 Compound

FM.15.2. Rain Tires – open

FM.15.3.a. A competitor shall start the race on tires used in a qualifying session for the race as identified by markings made on the tires by a race official. It is the responsibility of the competitor to ensure that his or her tires are appropriately marked prior to, during, or immediately after a qualifying session. On weekends where there are two races and only 1 qualifying session, this rule may be waived for the **second race.**

FM.15.3.b. For races with more than one qualifying session, a competitor shall start the race on any marked tires from any qualifying session for the race.

FM.15.3.c. If a competitor chooses to start the race on any tires that were not used in a qualifying session for the race and not appropriately marked, the competitor shall forfeit his or her grid position and start from the back of the grid. This forfeiture of grid position shall not apply if all qualifying sessions for the race were run under rain or wet conditions.

FM.15.3.d. If a tire is damaged during a qualifying session, the competitor may replace that tire with a used tire upon approval by the Chief Steward. Should a tire be replaced for any other reason, the competitor shall forfeit his grid position and start at the back of the grid.

FM.15.3.e. Rain tires may be used at any time. In the event that a grid position is determined by use of a manufactured rain tire (excluding hand grooved tires), the competitor may elect to start the race on either the rain tire which was used in qualifying or slicks which are otherwise compliant.

FM.15.3.f. Any competitors deemed to have taken steps to circumvent these rules, or deemed to have used a foreign substance on the tire in order to gain an advantage shall be immediately disqualified from that event.

FM.15.3.g. All cars shall run BBS (8" x 13") front and (10" x 13") rear wheels as specified by the manufacturer. Alternate BBS wheel center (Moses Smith Racing P/N000-143 & 000-104) are permitted.

FM.15.3.h. Use of tire warmers or cooling methods other than natural air convection or conduction is prohibited.

FM.16. Gearbox

FM.16.a. All cars shall be equipped with some combination of the following gears: Marks, or Mark8 Series Gears 15:36-15:30-15:25-17:34-19:32-18:25- 21:29-17:23-22:30-24:27-19:23 - 23:28 - 25:26 - 26:25 - or 26:26 Webster; 24:24 Hewland

FM.16.b. Additional approved gear ratios may be added by the manufacturer with SCCA Club Racing Board authorization.

FM.16.c. Reverse shall be installed and in workable condition.

FM.16.d. Gearbox rear covers may be modified to permit installation of longer shift finger shafts.

FM.16.e. Transmission drain plugs shall be safety wired.

FM.16.f. Shift rail stops may be added to the transmission shift mechanism.

FM.16.g. Only a 1700 Pound KEP, 2300 Pound KEP, or Stage 2 KEP (Moses Smith Racingpart# 060-104) all steel pressure plate is permitted and must be used unmodified. The pressure plate may be resurfaced; minimum thickness shall be 0.475 inch measured from the friction face to the inside face of the mounting tab. [The original pressure plate is no longer available. The replacement is the KEP Stage 2, all steel plate.]

FM.16.h. Clutch disc may be a "Daikin" or "Marchal" or L&T disc remanufactured on VW core with organic friction material. Moses Smith Racing P/N 060-103

FM.16.i. Minimum flywheel weight: - 8.5 pounds. Moses Smith Racing P/N060-102

FM.17. Mufflers

FM.17.a. All cars shall be equipped with a SuperTrapp muffler P/N SAS-2556 with none or any number of plates installed as needed to meet sound limits. If no plates are present, the end plate is not required

FM.17.b. The main muffler, Power Pulse Muffler (Racing Beat) P/N 16400, shall be in good working order with no removal of steel wool or other alterations allowed.
FM.17.c. The following options are allowed:

1. Use of the approved "Lo-back" muffler as a substitute for the Racing Beat muffler. Alternate Muffler Moses Smith Racing P/N 050-134 and header Moses Smith Racing P/N 050-133, are permitted. All other specifications to remain the same. Use of deflectors such as the SuperTrapp mud ring are allowed.

FM.18. Headers

Headers must be unmodified except that high-temperature coatings are permitted.

FM.19. Hardware and Fluids

FM.19.a. Fasteners, links, and rod ends may be either metric or standard threads, but shall be at least grade five (5). Hardware and fasteners may not be modified to change adjustment parameters. Titanium hardware is not permitted. Tubular or Hollow bolts are not permitted.

FFFM.19.b. Brake fluid, clamps, and radiator hoses are unrestricted

FM.19.c. Lubricants and fluids, except fuel, are unrestricted.

FM.19.d. Ceramic bearings are not permitted. All bearing components must be ferrous metal, except for bearing retainers and bearing cages. This definition is applicable to all bearings, including, but not limited to, wheel bearings and transmission/ gearbox bearings.

FM.19.d.	Ceramic bearings are not permitted. All bearing components must be ferrous metal, ex
cept for bearing retainers and bearing cages. This definition is applicable to all bearings, including, but not limited to, wheel bearings and transmission/ gearbox bearings.	
FM.20. Cockpit FM.20.a. FM.20.b.	Cockpit controls and mechanisms may be adjusted within their stock operating range. It is permissible to modify the driver's seat. The driver's seat attachment bracket on the

FM.20. Cockpit

FM.20.a. Cockpit controls and mechanisms may be adjusted within their stock operating range.

FM.20.b. It is permissible to modify the driver's seat. The driver's seat attachment bracket on the chassis may be modified to facilitate adjustment, but shall ensure positive retention of seat attachment bolts. Seat shell may be removed, and the assembly replaced by a poured foam seat.

FM.20.c. The head rest may be extended forward to improve head support, provided the spacer(s) and attachments serve no other purpose.

FM.20.d. A quick disconnect steering wheel may be used. Make and diameter are unrestricted.

FM.20.e. A fabricated sheet aluminum cockpit liner is permitted.

FM.21. Bodywork

FM.21.a. Engine covers are required. Air inlet ducts may be trimmed but must not change the profile of outside bodywork.

FM.21.b. Mirrors are California by Vitaloni - Model #0lCBT. Alternate rear view mirror (P/N 110-136) is permitted.

FM.21.c. No modification to the body's external contour or dimensions is permitted. No openings may be added or reshaped. A blister may be added to the engine cover if needed for clearance between carburetor linkage and bodywork. Optional: rearmost, rear face of sidepods may be open, closed, or vented by drilling.

FM.21.d. The aluminum undertray may be replaced with a stress-bearing undertray, minimum of eighteen (18) gauge steel. This undertray shall be attached to the frame by welding, bonding, or by rivets or threaded fasteners.

FM.21.e. Star Formula Mazda bodywork or exact equivalent is required.

FM.21.f. A windscreen may be added to the bodywork, it shall: 1) Not exceed 144square inches of surface, nor stand more than six inches normal (measured 90 degrees to the surface) to the bodywork. 2) Be constructed from flat stock with no compound curves. 3) Be symmetrical left to right. 4) Not extend more than 12 inches to each side from the car's longitudinal centerline, measured along the cockpit opening. 5) Not constitute a potential hazard to driver, emergency crews or other competitors.

FM.21.g. Engine compartment belly pan, Moses Smith Racing P/N 030-132, or any sheet metal pan covering the underside of the engine compartment, provided it is flat when viewed from the bottom (may have a bend up at the leading edge for stiffness), and does not extend past the trailing edge of the frame, nor more than 1.5" past the outer edges of the frame on each side.

SRFH

SRFH shall be designated as a Regional only class. All the requirements of the National Class SRF3 per the GCR shall be in effect. The only difference shall be the use of the Ford/Mazda OEM 5 speed transmission for SRFH.

Per the National GCR, SRF3 cars may use the Ford/Mazda OEM 5 speed transmission, or the Sadev **transmission.**

Those electing to run in SRFH will be running in a "Regional only" class. The results will not transfer over for National points for Runoffs qualifications.

SRF2

SRF2 shall be designated as a Regional only class. All the requirements of the National Class SRF3 per the GCR shall be in effect. The only difference shall be the use of the Ford/Mazda OEM 2nd generation engine for SRF2.

Those electing to run in SRF2 will be running in a "Regional only" class. The results will not transfer over for National points for Runoffs qualifications.

EM1/EM2

San Francisco Region (SFR-SCCA)
EM1 and EM2 Car Preparation Specification
(Updated on 05/01/2025 for the 2023 Race Season /Tire size)

The Electric Modified Classes are intended to provide competitive, inclusive racing for all nonproduction electrically powered cars which are based on the general requirements stated in the GCR and specific requirements stated in the Spec Line for the Sports Racing Category (GCR 9.1.8.A and 9.1.8.E) and modified or augmented by the following specific items. These rules are intentionally broad with regard to: mechanical construction; configuration; and design, with the specific intent to allow for innovation and increased participation. This class is for electric cars made for, or modified for, wheel to wheel racing.

- Electric Modified 1 (EM-1)- Over200KW
- Electric Modified 2 (EM-2)- up to and including 200KW (~268 bhp)
- Power measured as the maximum/peak output of the combined powerplant(s).

EM.1. The vehicle must be totally powered by electric motor(s) driven by battery power (including regenerated power from braking and flywheel energy created and stored by electric motor(s) or braking); no other fuel or power source may be used.

EM.2. All batteries must be structurally secured to the chassis and contained in such a way as to minimize battery structural damage, electrical and mechanical hazard in the event of a crash or incident.

EM.3. Unless otherwise approved by SCCA, the ONLY lithium chemistry that may be used in Electric Modified classes. Non-lithium batteries chemistry batteries are not allowed as a power source.

EM.4. Material Safety Data Sheets or Safety Data Sheets must be available upon request by safety and tech officials, or MSD sheets are not required for OEM battery packs.

EM.5. Any electric cables in the system must be the proper size to safely carry the current from the batteries without overheating past design limits. Solid core wire may NOT be used in any part of the system. Stranded copper wire of at least 2/0 gauge with a temp rating of no less than 90C shall be used for applications of 1000A or less. Any application where the current shall exceed 1000A shall require 3/0 or larger stranded copper wire with a temperature rating of a 90c or better. Buss bars may be of solid or braided material made of either copper or aluminum.

EM.6. Any conductor or non-insulated area that is exposed must be properly insulated and prominently labeled as "high voltage" with proper warning signs to indicate High Voltage. Bodywork of a nonconductive material is considered an adequate covering for conductors, batteries, and other high voltage com- ponents. When bodywork is of conductive material, a nonconductive barrier will be secured between the bodywork and high voltage components.

EM.7. fuse, not a circuit breaker, must be in series with the main power source and cannot exceed 200 % of the expected battery draw at full load of the system.

EM.8. Vehicle must have a High Voltage ("HV") master disconnect switch that will completely disconnect the vehicle from the HV power source. A Low Voltage ("LV") switch is also required and is recommended to be located as close to the HV switch as possible. It is required that de-activating the LV kill switch will also disable the HV circuit under normal operating circumstances.

These switches must be clearly marked for both on and off positions. - These switches must be accessible by the driver as well as safety personnel from outside the vehicle.

EM.9. Minimum weight for vehicle plus driver is 1300 pounds for both EM1and EM2.

EM.10. Wheels and Tires. Wheels must be no smaller than 13" diameter and no larger than 19" diameter. EM2 has a maximum wheel width of 7" while EM-1is unrestricted as to wheel width. EM-2 must use a DOT approved racing radial while EM-1 has no tire restrictions.

EM.11. These vehicles may have custom made frames and bodies. All wheels must be fully covered by the bodywork.

EM.12. All portions of the driver shall be between the front and rear axles" be clearer?

EM.13. All flywheels must be covered with an NHRA approved scatter shield/blanket and labeled with proper SFI label or equivalent as specified in GCR 9.3. The presence of a flywheel, and its location, will be identified on the outside of the car.

FM.14. Any EM car that does not utilize a conventional transmission with a functioning reverse gear must have an electronic reverse and a "neutral" position.

EM.15 The driver must be shielded from any rotating parts. EM.16 EM-1 and EM-2 require a roll cage as specified in the GCR 9.3.40 as relates to Formula and Sports Racing cars both in terms of material, thickness, and construction design.

EM.17. EM-1and EM-2 require a minimum of one operational rain light, as they are typically grouped with cars that don't require brake lights. All cars to comply with FIA rain light rule

EM.18. Fire Extinguisher Requirements.

EM.18.1 A single 2 lbs. minimum as per GCR for vehicles not requiring a fire system.

EM.18.2. All fire bottles shall incorporate a functional pressure gauge larger stranded copper wire with a temperature rating of a 90c or better. Buss bars may be of solid or
braided material made of either copper or aluminum.

EM.18.3The fire extinguisher shall be securely mounted in the cockpit and readily accessible to the driver. All mounting brackets shall be metal and of the quick release type.

EM.19 All EM-1 and EM-2 cars must have a clear marking on all 4 sides of the car indicating that it is electric powered. Currently a black circle with an orange lightning bolt is the decal used. This is in addition to markings required by GCR 9.3.29.

EM.20. EM-1or EM-2 competitor may be required by officials to provide a written safety manual that details the chemistry, mechanicals and emergency response required that is not typical of a conventional internal combustion racing car. Additionally, officials may require an in-person safety briefing to better inform safety crews and emergency responders as to the specific responses and procedures needed in the event of an emergency.

EM.21. Fire suppression access to the batteries may be provided in the form of a port, duct or opening to allow for access by emergency crews in the event of a fire. These ports should be large enough and positioned is such a manner as to allow direct application of water, or suppressant to as large an area of the batteries as feasible.

References for Safety:

A. Emergency Services- EVSR High Voltage Safety and First Responder Information Guide: https://my.scca.com/eweb/DynamicPage.aspx?Site-SCCA& Webl<ey=23bbfl7a-6ef2- 440eb147f916lc928b67

B. Emergency Services- EVSR Safety Quick Reference Guide: https://my.scca.com/eweb/DynamicPage.aspx?Site-SCCA&WebKey-23bbf17a-6ef2-440eb147f916lc928b67