

**17. AUTOMOBILES**

**17.1. CLASSIFICATIONS**

Descriptions of the automobiles eligible to compete in the various SCCA Club Racing competition events are carried in the GCR and category specification books. Their amendments and clarifications are published in SportsCar.

Organizers of SCCA Regional, National Championship, and Interdivisional Championship events shall provide competitions for the following classes and categories. Note: ( ) Indicates identification markings per 17.5.

**17.1.1. Production Category Classes:**

E Production	(EP)
F Production	(FP)
G Production	(GP)
H Production	(HP)
Super Production	(SP) Regional Only

**NOTE:** Section 17.1.1., continues in the Production Car Specifications Book.

**17.1.2. GT Category Classes:**

GT-1	(GT1)
GT-2	(GT2)
GT-3	(GT3)
GT-4	(GT4)
GT-5	(GT5)

**NOTE:** Section 17.1.2., continues in the GT Category Specifications Book.

**17.1.3. Showroom Stock Category:**

A	(SSA)	- Regional Class Only
B	(SSB)	
C	(SSC)	

**NOTE:** Section 17.1.3., continues in the Showroom Stock and Touring Category Specifications Book.

**17.1.4. Improved Touring Category Classes: (Regional Classes Only)**

S	(ITS)
A	(ITA)
B	(ITB)
C	(ITC)

**NOTE:** Section 17.1.4., continues in the Improved Touring Specifications Book.

**17.1.5. Sports Racing Category Classes:**

A Sports Racing	(ASR)	- Regional Class Only
C Sports Racing	(CSR)	
D Sports Racing	(DSR)	
Sports 2000	(S2)	
Spec Racer Ford	(SRF)	

**NOTE:** Section 17.1.5., continues in the Sports Racer Category Specifications Book.

**17.1.6. Formula Category Classes:**

Formula Atlantic	(FA)
Formula Continental	(FC)
Formula Vee	(FV)
Formula Ford	(FF)
Formula 500	(F5 )
Formula Mazda	(FM)
Formula S	(FS) Regional Only

**NOTE:** Section 17.1.6., continues in the Formula Category Specifications Book.

**17.1.7. Sedan Category Class:**

American Sedan	(AS)
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**NOTE:** Section 17.1.7., continues in the Improved Touring and American Sedan Category Specifications Book.

**17.1.8 Touring Category Class:**

Touring 1	(T1)
Touring 2	(T2)

**NOTE:** Section 17.1.8., continues in the Showroom Stock and Touring Category Specifications Book.

#### 17.1.9 Optional Regional-Only Classes

**Super Production Class (SP) (Regional Class Only):** Cars which exceed the preparation limitations of the applicable Production or GT Specifications but which meet the general regulations of Section 17 of the GCR for GT category cars.

**Formula S Class (FS) (Regional Class Only):** Formula cars which exceed the preparation limitations of the applicable Formula Category Specifications but which meet the general regulations of Section 17 of the GCR for Formula Category cars. **Homologation is required on ALL Formula S cars.**

**Legend Cars (LC) (Regional Class Only):** *Cars that are manufactured by 600 Racing and comply with current Legend Car Rules, as published by 600 Racing. Homologation is required on all Legend Cars, and therefore they shall also comply with the SCCA Legend Car Homologation Request sheet. Competitor must be in possession of the current Legend Car Rules at all competitions. It is recommended that they be grouped with cars of similar weight, configuration and speed potential.*

**Note: Legend Cars are not eligible for any other Club Racing category. Modifications outside of those permitted in the current Legend Car rules shall render the car ineligible for SCCA Club Racing competition.**

#### 17.1.10. Participation Level

- A. A National Championship class shall retain its National Championship status as long as the average number of qualifiers remains at 3.5 or more per event, in the top five (5) divisions per class.
- B. When the average number of qualifiers in a class at Nationals falls below 3.5, the class shall be allowed one additional year to bring the participation level above the current requirement. Alternatively, it may be immediately consolidated into an existing class. If, in the grace year, the class does not exceed current requirement per National race, it shall either be consolidated into an existing class or revert to a Regional only class.

- C. A Regional Class with participation levels 0.5 above the participation requirements outlined in paragraph 17.1.10.A. for two (2) successive years may be considered for inclusion in the National Championship racing program, except Improved Touring.

#### **17.1.11. Change of Specifications**

Specifications on cars classified for the first time, or reclassified, may be changed on thirty (30) day's notice during the first year of competition if the advance estimates of performance are grossly inaccurate.

#### **17.1.12. Homologation Requirements**

*Homologation is required for all Formula and Sports Racer cars registered after January 1, 1983. Homologation forms must be on file with SCCA Inc., Centennial, Colorado for any car to be allowed to compete in any SCCA event.*

*The SCCA Club Racing Technical Manager, with the approval of the Competition Board Chairman, may deny Homologation of any car that is determined to be of a configuration that is unsafe, of a configuration that is incompatible within the relevant class structure, or incorporates design characteristics or conditions that are fundamentally divergent from standard safety considerations.*

*Modifications may be made to a vehicle after it has been homologated as long as said modifications stay within the scope of the rules.*

#### **17.2. GENERAL PROVISIONS**

To compete in an SCCA sanctioned event, all cars shall comply with the requirements of the GCR and of the specifications for their category and class. If these General Provisions and Specific Provisions for a category/class shall conflict, the specific category/class provisions shall take precedence.

#### **17.3. VEHICLE LOGBOOKS**

1. A standard SCCA Vehicle Logbook shall be used by all competitors at all SCCA competitions, unless excepted by the Supplementary Regulations.

2. Only one Logbook shall be issued for each vehicle (other than as an extension or replacement). The possession of two Logbooks for one vehicle shall be deemed a breach of the rules under 14.1.3., Breach of Rules (Fraud).
3. A complete description of the vehicle, its safety roll bar/roll cage, and the required photographs shall be entered in the places provided. All changes of ownership of the vehicle shall be recorded as provided.
4. ASN Canada FIA Vehicle History Logbooks shall be accepted at all SCCA events.
5. The Vehicle Logbook shall be issued only by a Nationally licensed Technical Inspector, who shall also complete the required vehicle information in the front and back of the Logbook. He or she shall conduct a thorough inspection of the vehicle, as provided in Section 11., Technical and Safety Inspection.
6. Identity Numbers:
  - A. Each vehicle shall have an identity number corresponding to that of its logbook permanently stamped on its roll bar.
  - B. The first digit(s) corresponding to the region's identity number shall be separated from the balance of the numbers by a dash (-).
  - C. The car numbering system, beginning with (001), shall be issued consecutively as the vehicles are registered during a thorough inspection.
7. All Formula and Sports Racing Cars registered after January 1, 1983 are required to be Homologated by SCCA and issued a Certificate of Approval. Exceptions: Spec Racer Ford and Shelby Can-Am. The original certificate shall be presented along with the car for issuance of a new Vehicle Logbook. Additionally, former Spec Racer Renaults may compete in Vintage/Historic events using their originally issued logbook.
8. At each event, this Logbook and the Certificate of Approval (for cars required by these rules to have one) shall be presented at Technical Inspection with the signature of the driver/entrant for that

event in the space provided. During Technical Inspection all deviations regarding both safety and legality shall be noted by the Technical Inspector. If a waiver for the event is permitted, by the Chief Steward or his/her designated representative, the duration of the waiver shall be noted and complied with by the competitor.

9. If a car is protested during an event and found to be illegal, the results of this protest shall be noted by the Chairman SOM, or delegated to another official, such as the Chief Scrutineer.
10. In the event the vehicle is involved in an accident or is damaged due to a mechanical failure, the damage shall be noted in the Vehicle Logbook by the accident investigator or Chief Technical Inspector.
11. In the event the Vehicle Logbook is not available at Technical Inspection, the vehicle may be accepted for competition only after a thorough inspection during which all details required for the issuance of a logbook shall be recorded.

#### **17.4. FUEL**

All cars shall use fuel, as defined below, unless a specific exemption is made in the provisions for a specific category/class.

##### **17.4.1. Permitted Fuel**

Permitted fuel is herein defined as gasoline. Gasoline is a mixture of refined hydrocarbons. Gasoline is an electrical insulator and its relative effectiveness as an insulator is represented by its dielectric constant (D.C.). The average D.C. of gasoline, as measured by an SCCA Fuel Check Meter (High Desert Engineering HDE-1), is defined as "0.0". Gasoline may be tested and certified at SCCA events by the determination of the dielectric constant using the SCCA Fuel Check meter and through the application of various chemical analyses (e.g., Reagent "A" and Reagent "D" tests).

SCCA Approved Fuel Meter: High Desert Engineering Model G-01  
SCCA Approved Reagent Test(s): Germane Engineering Reagent "A"  
Germane Engineering Reagent "D"

### Fuel Standards:

Classes	Type	DC max	Reagent A	Reagent D
All SS, all T, all IT, SRF, Olds SR running as CSR (exc. rotary)	Gasoline w/ no added oil	+15.0	No black pos.	No pos.
All other classes (incl. 2-cycle w/ oil injection)	Gasoline w/ no added oil	0.0	No pos.	No pos.
All 2-cycle w/o oil injection	Gasoline w/ oil mixture	+2.0	No pos.	No pos.
All rotary engines	Gasoline w/ oil mixture	+15.0	No black pos.	No pos.

Use of propylene oxide, ethylene oxide, paradioxane, and basic nitrogen or sulfur-bearing compounds (i.e. pyridine, aniline, pyrrole, dimethylsulfoxide, etc.) is prohibited.

#### 17.4.2. Fuel Sample Acquisition

*All cars shall be equipped with an easily accessible sampling valve/port located between the fuel tank and the carburetor(s) or fuel injectors to facilitate acquisition of fuel samples. To avoid fuel spillage, the fuel sampling valve/port shall not consist of removing a fuel line from carburetor/fuel rail or fuel cell unless a dry break fitting has been installed. Under no circumstances is siphoning of fuel from the fuel tank/cell acceptable.*

*If possible, the sampling valve/port should not be located in the engine compartment. Cars equipped with a factory fuel pressure test port (e.g. fuel injected SS, T, IT, SRF, etc.) or competitors having factory fuel pressure test equipment available, are not required to have an additional fuel sampling port. On all other cars, to avoid fuel spillage it is recommended that a valve or dry-break fitting be installed in the fuel line. In all cases competitors shall provide the appropriate tooling necessary to safely obtain the fuel sample. A manned fire extinguisher shall be present whenever fuel samples are being acquired.*

#### 17.5. IDENTIFICATION MARKINGS

Each car shall carry identification numbers and class letters per 17.5.1., and 17.5.2., SCCA logos, and any markings required by the

Supplementary Regulations. Driver's suits shall display the SCCA patch. (See Figures 1, 2, and 3)

**17.5.1. Numbers and Class Letters**

Numbers shall be placed on the front and both sides of the car so that they are legible. Numbers shall be no more than two (2) digits, and shall meet the approval of the Chief of Timing and Scoring. Three (3) digit numbers may be used when individually approved in advance by the Chief of Timing and Scoring. Class letters shall be placed on both sides of the car so that they are legible. Rear numbers and class letters are recommended.

**17.5.2. Size of Numbers and Class Letters**

Numbers shall be at least eight (8) inches high, with a 1.5 inch stroke on a contrasting background. Metallic (reflective) numbers and class letters are prohibited. The distance between two (2) numbers shall be at least as wide as the stroke of the numbers. Class letters shall be at least four (4) inches high, with a half (1/2) inch stroke on a contrasting background.

**17.5.3. SCCA Logo**

Each car competing in an event shall display the official SCCA field logo (see Figure 1) unobstructed and prominently on both sides of the car and adjacent to the side numbers. A third logo shall be displayed on the front of the car unobstructed and prominently near the front number. The logo shall be on the spoiler of cars so equipped. Each driver's suit shall display the official SCCA uniform patch logo (see Figures 1 and 2).

Logos and decals of sanctioning bodies other than SCCA shall be removed or covered (car and driver's suit).

Vintage cars when participating in vintage events may use the four (4) inch diameter "SCCA Wire Wheel" in place of the current field logo.

**17.6. ADVERTISEMENTS AND GRAPHICS**

Advertising and graphics (names, symbols and logos) may be displayed on cars provided they are in good taste and do not interfere with identification marks and SCCA logos.

**17.7. MECHANICAL CONDITION**

The Chief Technical and Safety Inspector shall have the responsibility for approving every car before it is allowed to take part in a competition. The inspection procedures used to carry out this responsibility are set out in Section 11., Technical and Safety Inspection. A driver or entrant whose car is disapproved and who drives it in competition or who presents it for recheck after disapproval without the corrections specified may be penalized as provided in Section 14., Penalties.

**17.7.1. Alterations or Damage After Inspection**

Cars which have been altered or damaged after they have been approved at technical and safety inspection shall be subject to reinspection and reapproval.

**17.8. LOSS OF BODYWORK**

All major body components such as front and rear hoods, fenders, doors, and windscreens shall be maintained in normal position throughout the competition. If loss of bodywork is a safety hazard, the car may be black-flagged. A car completing a competition with bodywork missing may be penalized.

**17.9. WEIGHT**

All cars shall meet or exceed the minimum weight specified with driver (except Showroom Stock and Touring, which is without driver), exactly as they come off the race circuit, at the conclusion of a race or qualifying session. Cars found to be underweight at impound are subject to penalty and shall have it noted on the next page of the Vehicle Logbook. The car shall be weighed at the next event and meet the proper minimum weight before being allowed to qualify.

**17.9.1. Ballast**

Ballast may be added to all cars (except Showroom Stock) as required, to meet minimum weight, provided it is securely mounted within the bodywork and serves no other purpose.

**17.10. NOISE**

The maximum sound pressure level from a car on track shall be measured as provided in Section 12., Sound Control.

**17.11. BATTERIES**

Battery location is unrestricted within the bodywork (except Showroom Stock, Touring, and Improved Touring). If located in the driver/passenger compartment, wet cell batteries shall be in a nonconductive marine type container or equivalent. The hot terminal shall be insulated on all cars. All batteries (on-board power supplies) shall be attached securely to the frame or chassis structure independent of the marine type container.

**17.12. FUEL CELLS**

All cars shall be equipped with a fuel cell complying with specifications according to GCR Section 19., except Showroom Stock, Touring and Improved Touring cars.

**17.12.1. Capacity**

There shall be no restriction of fuel capacity or dimensions of the fuel cell, except where otherwise specified. The installation of more than one cell is permitted.

**17.12.2. Installation**

- A. Internal body panels may be modified to accommodate the installation of fuel cells as long as modifications serve no other purpose. In the event installation includes encroachment into the driver's compartment, a metal bulkhead shall prevent exposure of the driver to the fuel cell. The fuel cell shall not be installed any closer to the ground than six (6) inches, unless enclosed within the bodywork.
- B. Filler caps, fuel pickup openings and lines, breather vents, and fuel lines shall be so designed and installed that if the car is partially or totally inverted, fuel shall not escape. If the fuel filler cap is located directly on the fuel cell, a check valve shall not be required provided the filler cap is of positive locking type and does not

incorporate an unchecked breather opening. If the filler cap is not located on the fuel cell, a check valve shall be incorporated in the fuel cell to prevent fuel from escaping if the cap and filler neck are torn from the tank.

- C. Fuel cell breathers shall vent outside the car.
- D. It is recommended that all lines and filler openings be incorporated in a single fitting at the top of the fuel cell(s).

**17.12.3. Fuel Cell Vent(s)**

Factory installed gasoline tank evaporative emission control devices shall be removed from all Production and GT Category cars. Fuel cell vents shall not discharge to the driver/passenger compartments, even if installed that way by the manufacturer. It is not permitted to vent the fuel system through the roll bar/roll cage structure.

**17.12.4. Bulkhead**

There shall be a metal bulkhead between the driver/passenger compartment and the compartment containing the fuel cell. This includes fuel cells that are flush-mounted with driver/passenger compartment panels or otherwise exposed to the driver/passenger compartment.

**17.12.5. Location**

Fuel cells shall be located within twelve (12) inches of the standard tank or alternate tank as shown in PCS/GTCS. The twelve (12) inch measurement is taken from the perimeter of the stock AND alternative fuel cell. Free fuel filler location is allowed with installation of a safety fuel cell.

**17.14. AERODYNAMIC SKIRTS**

Aerodynamic skirts are prohibited in Club Racing.

**17.15. ACCUMULATORS (e.g., Accusumps)**

An accumulator (e.g., Accusump) may be installed (except for Touring and Showroom Stock). Location is free, but it shall be securely mounted

within the bodywork. All oil lines that pass into or through the driver/passenger compartment shall be of metal braided hose (e.g., Aeroquip).

**17.17. TRACK**

Track is the distance between the centerlines of the wheels as raced, without driver, measured at a horizontal plane through the wheel hub centerline. Alternatively, it may be measured from the inside of one wheel at the hub centerline height to the outside of the other wheel, then conversely from the outside of the first wheel at hub centerline to the inside of the second wheel. The two (2) dimensions obtained are to be added together and divided by two to obtain the average. Measurements are to be taken at both front and rear of the wheels and averaged to compensate for toe-in/out. Under certain circumstances it may be preferable to measure from the outside of one wheel to the outside of another and from this dimension deduct the thickness of one wheel. This should be repeated 180° opposite to the first measurement and the two dimensions averaged.

**17.18. WHEEL RIM WIDTH**

Wheel rim width shall be measured at the base of the bead seat.

**17.19. LIGHTS - BRAKE AND TAIL**

All non-Formula cars shall have two operating red brake lights. All Formula (open wheel) and *Sports Racer* cars shall be equipped with a red taillight of at least *the equivalent illumination power of a fifteen (15) watt bulb*. This light shall be mounted as high as possible on the centerline of the car and be clearly visible from the rear. The taillight shall be illuminated when ordered by the Chief Steward.

**17.20. VENTILATION**

All closed cars shall run with both front door windows fully open. Holes for ventilation in quarter or rear windows on Production or GT cars are not allowed, unless specified in PCS, GTCS.

**17.21. FIREWALL AND FLOOR**

Firewall and floor shall prevent the passage of flame and debris into the driver's compartment. Belly pans shall be vented to prevent the accumulation of liquids, except composite/honeycomb structures. All rear-engined Formula cars are required to have an undertray, from driver's foot area to the firewall, for protection of legs and torso.

**17.22. FIRE SYSTEM**

All cars shall be equipped with an On-Board Fire System except Showroom Stock, Touring and Improved Touring.

**17.22.1. On-Board Fire System Requirements**

- A. On-board fire systems shall use Halon 1301 or 1211, with a five (5) pound minimum capacity (by weight). There shall be a minimum of (2) nozzle locations, one in the driver's compartment and one in either the engine area or the fuel cell area. Manual or Automatic release is allowed. (GT cars see Section 17.1.2.D.10.f., or 12.1.2.F.3.e.). On-Board fire systems may use AFFF or equivalent surfactant foam material (i.e. SPA Lite, ZERO 2000, Coldfire 302), 2.25 liter minimum capacity (by volume). If such a system is used, the appropriate atomizing nozzles shall be used. All AFFF fire system bottles shall incorporate a functional pressure gauge and shall be marked with the manufacturers recommended "filled weight." All AFFF fire systems shall be serviced according to manufacturers specifications. On-board fire systems may also use CEA614 provided that the lines and nozzles are replaced in accordance with the manufacturers (3M) instructions. All FM100 fire suppression systems will be considered illegal in any SCCA competition vehicle effective 1/1/97.
- B. The fire system cylinder shall be securely mounted, in such a manner that it can be checked during a Technical Inspection and may be removed for weighing periodically for compliance to full weight shown on the cylinder. (Weight is without valve assembly.)
- C. All on-board fire systems shall be identified with circle "E" decal. In GT and Production cars, two (2) circle "E" decals may be required, one at the release location and the second on the outside bodywork in line with or as near to the release location as possible.

- D. On Formula and Sports Racing cars, a circle “E” decal shall be located on the outside bodywork as near to the release location as possible.

#### **17.22.2. Hand-Held Fire Extinguisher Requirements**

The following are acceptable for Showroom Stock, Touring and Improved Touring cars:

- A. Halon 1301 or 1211, two (2) pound minimum capacity by weight.
- B. Dry chemical, two (2) pound minimum with a positive indicator showing charge. Chemical: 10 BC Underwriters Laboratory rating, potassium bicarbonate (Purple K) recommended, 1A10BC Underwriters Laboratory rating multipurpose, ammonium phosphate and barium sulfate or Monnex.
- C. The fire extinguisher shall be securely mounted in the cockpit. All mounting brackets shall be metal and of the quick-release type.

#### **17.23. REQUIRED DRIVER SAFETY EQUIPMENT**

The following equipment shall be in good condition and free of defects, holes, cracks, frays, etc.

- 1. Driving suits that effectively cover the body from the neck to the ankles and wrists, manufactured of fire resistant material, worn with underwear of a fire resistant material. One piece suits are highly recommended. All suits and underwear shall be made of the following accepted fire resistant materials: Nomex, Kynol, FPT, IWS (wool), Fiberglass, Firewear™, Durette, Fypro, PBI, Kevlar, *NASAFIL*, or any suit carrying an SFI 3-2A/1 or higher certification patch. Underwear of PROBAN is approved. The following specific manufacturer(s) material combinations are also recognized: Simpson Heat Shield, Leston Super Protex, FPT Linea Sport, and Durette X-400. Underwear is not required with three-layer suits or with suits carrying an SFI 3-2A/5 or higher (e.g., /10, /15, /20) Certification Patch. FIA homologated driving suits and underwear are recommended.

2. Crash helmets approved by the Snell Foundation with Snell sticker 1995 or later Special Application (SA95). (NOTE: Snell M rating is not acceptable.) The back of each driver's helmet shall be labeled with a minimum of the driver's name. The use of helmet support collars is highly recommended. Accident damaged helmets should be sent by the driver or his or her representative to the Snell Memorial Foundation, 3628 Madison Ave., North Highland, CA. 95660 (ph) 916-331-5073 (attn. Edward B. Becker). Details of the accident should be included. Freon based total loss helmet cooling systems are not allowed.
3. Gloves made of leather and/or accepted fire resistant material containing no holes.
4. Socks made of accepted fire resistant material.
5. Face coverings (balaclavas) of accepted fire resistant material for drivers with beards or mustaches. Hair protruding from beneath a driver's helmet shall be completely covered by fire resistant material. As an alternative to balaclavas, a full helmet skirt of accepted fire resistant material may be used. Double-layer balaclavas are recommended. If balaclavas are used voluntarily, they shall be of accepted fire resistant material.
6. Goggles or face shields, preferably made of new impact resistant materials, for drivers of open cars.
7. A driver's restraint system meeting SCCA standards (See Section 20.) shall be used at all times while on the track.
8. Shoes, with uppers of leather and/or nonflammable material that at a minimum cover the instep. Ventilation pinholes by the manufacturer are allowed.

**17.24. SCATTERSHIELDS/CHAIN GUARDS**

1. The installation of scattershields or explosion-proof bell housings shall be required on all cars (except Showroom Stock, Touring and Improved Touring) where the failure of the clutch or flywheel could create a hazard to the driver.

2. Chain drive cars shall be fitted with a protective case/shield to retain the chain in case of failure. Minimum material specifications are:
  - .125 inch SAE 4130 alloy steel
  - .250 inch mild steel plate
  - .250 inch aluminum alloy
  - NHRA or SFI approved flexible shields.

#### **17.25. DETACHABLE PANELS/SUNROOFS**

Detachable hardtops, detachable panels, and detachable doors (e.g., Lotus 7) shall be removed, unless authorized in the Category Rules or Specification Book for that car to remain in place. Movable panels such as sliding sunroofs shall be closed. Glass sunroofs must be removed. Metal sunroofs may be retained if bolted in. All sunroofs may be replaced with panel or replacement skin of the same material as the original surrounding roof material. Note: Specification Books take precedence over GCR rules.

#### **17.26. OIL CATCH TANKS, FILTERS, AND BREATHERS**

Oil *holding* tanks and engine breathers, whether directly or indirectly ventilating the crankcase, and all transmission/transaxle breathers shall be equipped with oil catch tanks. Minimum catch tank capacity shall be one U.S. quart for the engine and transmission/transaxle. Oil *holding* tanks and oil filters may be mounted in the driver/passenger compartment. A metal bulkhead shall prevent exposure of the driver to oil spillage. Oil catch tanks shall vent into the engine compartment or outside the driver's compartment. A crankcase vacuum breather that passes through the oil catch tank(s) to exhaust systems or vacuum devices that connect directly to exhaust systems is prohibited.

#### **17.27. MASTER SWITCH**

All cars, except Showroom Stock and Touring shall be equipped with a master switch easily accessible from outside the car. Spec Racer Fords shall be wired per RFSRII. The master switch shall be installed directly in either battery cable and shall cut all electrical circuits but not an on-board fire system. It shall be clearly marked by the international

marking of a spark in a blue triangle and mounted in a standard location. Off position shall be clearly indicated at the master switch location. The standard locations shall be as follows:

1. FORMULA AND SPORTS RACING CARS -- In proximity to the right-hand member of the roll bar, but in a location so that it cannot be operated accidentally. It can be mounted on a bracket welded to the inside of the upright member or mounted so that the operating lever or knob is outside of the body panel immediately in-board of the upright member. This is the standard location on Formula cars built to the Constructor's Association requirements for Formula 1.
2. CLOSED SPORTS RACING CARS, PRODUCTION CARS, IMPROVED TOURING AND GT CARS -- In front of the windshields either the cowl or on top of the fender, but close enough to the windshield to be accessible if the car is overturned. Alternatively, it may be mounted below the center of the rear window or on a bracket welded, clamped or bolted to the roll cage or dash, easily accessible through the open window. (Drilling of holes in roll cage to attach the bracket is prohibited.)
3. OPEN PRODUCTION, GT AND IMPROVED TOURING CARS - May exercise a choice among the above locations.

**17.28. STEERING WHEEL LOCKS**

Steering wheel lock devices shall be removed (except Showroom Stock and Touring).

**17.29. FORMULA CAR VISIBILITY**

The driver of all Formula cars shall have a field of vision of not less than ninety (90) degrees to either side (total of 180 degrees) with both eyes by turning his or her head, but without lifting his or her head forward or otherwise moving from the normal driving position. Plexiglas or similar uncolored transparent material may be substituted for existing bodywork. "Token" portholes do not satisfy this requirement. Only a structural member such as a roll bar brace or frame tube may interrupt the required field of vision.

**17.30. WINDOW SAFETY NETS**

Window safety nets shall be used on the driver's side window of all closed cars. As of January 1, 1995 and thereafter, all window nets shall meet SFI Specification 27.1., and shall bear an "SFI Spec 27.1., Label" to that effect. The window net shall be equipped with a quick-release device. Nets shall be attached to the roll cage; plastic buckles and elastic cords are not permitted. Holes in the rollcage to accommodate either support rod is unacceptable unless bushed and welded completely. Refer to Figure 4, "Proper Window Net Installation," for additional information on mounting methods. Closed cockpit sports racers may use arm restraints in lieu of a window net.

**17.31. TOWING EYES**

All cars without an exposed roll bar shall have a towing eye or strap, front and rear, that does not dangerously protrude from the bodywork *of*when the car is racing, to be used for flat-towing or hauling the vehicle. A removable towing eye carried inside the car is not acceptable. These towing eyes or straps shall be easily accessible without removal or manipulation of bodywork or other panels. Towing eye minimum ID two (2) inches. Showroom Stock, Touring and Improved Touring cars are not required to install towing eyes but it is highly recommended.

**17.32. WHEEL FANS**

Wheel fans are permitted, unless otherwise restricted.

**17.33. WINDSHIELD CLIPS/REAR WINDOW STRAPS**

Windshield safety clips and rear window safety straps shall be installed on all closed cars (except Showroom Stock, Touring and Improved Touring).

Three (3) clips (3 inch x 1 inch x 1/8 inch) shall be bolted or riveted to the body at the top of the windshield.

Two (2) clips (3 inch x 1 inch x 1/8 inch) shall be bolted or riveted to the cowl and extend over the bottom edge of the windshield. Clips shall be spaced a minimum of twelve (12) inches apart.

It is recommended that three (3) one (1) inch wide strips of steel or aluminum be installed behind the windshield to support it from collapsing inwards if it becomes damaged. The rear window shall be secured with two (2) metal straps (1 inch wide x 1/8 inch thick) bolted or riveted to the body at the top and bottom of the rear window.

**17.34. FUEL AND OIL LINES**

All fuel and oil lines, including gauge and vent lines, that pass into or through the driver/passenger compartment, shall be of steel tube or metal braided hoses or bulkheaded.

**17.35 DATA COLLECTION DEVICES**

Data collection devices are considered to be instrumentation and therefore allowed in all classes that permit the installation, replacement or addition of gauges, indicators or instrumentation.

**17.36. OIL AND OIL ADDITIVES**

Any oil or oil additive may be used. Oil additives are defined as: Any liquid or particulate compound(s) delivered into the engine via the engine oil for the purpose of friction/temperature reduction, and/or metal surface conditioning (i.e. PTFE resins (Teflon, "Slick-50"), Molybdenum Disulfide, etc.).

**17.37. CRYOGENIC TREATMENT**

Cryogenic treatment of components is allowed unless specifically prohibited in the category or class preparation rules.

**17.38. AUTOMATIC TRANSMISSIONS AND HAND CONTROLS**

Automatic transmissions are prohibited in all classes. *However, the use of alternative transmissions, including automatic transmissions, and/or hand controls may be approved on a case-by-case basis.* Such approval shall be in writing from the Club Racing Technical Manager and shall be in the driver's possession at all competitions. Cars may be modified as stated in this approval, but all modifications must be removed when the car is raced by a driver for which the approval has not been granted.

## IDENTIFICATION MARKS

Each automobile competing in an SCCA-sanctioned speed event shall display the official SCCA logo, unobstructed and prominently on both sides of the automobile adjacent to the side numbers.

Sports Racer and Formula Automobiles: The SCCA logo shall be displayed on the front unobstructed and prominently near the number.

GT, Production, and Showroom Stock Automobiles: The SCCA logo shall be displayed on the front of the vehicle and shall be affixed to a vertical surface so that it shall be easily seen when viewed from the front.

