## Northwest Region - SCCA
### 2013 Regional Class Rules

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These rules cover the NWR Region only classes not covered in the GCR.

ASR, FS, FS, SPO, SPM, SPU are all covered in the supps and GCR.
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.

2. Exceptions to Rule 1 and 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

3. 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.

4. All cars must run on the McCreary Compound 133 Tire to be eligible as a Club Ford. The accepted Club Ford tire will be re-evaluated at least yearly. 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.

5. Club Ford cars must display class designation as “CF” or "CFF".

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

   a. Body work is free within the GCR FF (Formula Ford) 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.

7. A CLUB FORD COMMITTEE comprised of drivers and/or car owners may be elected yearly at a class meeting to be held at the first road race of the season. For tiebreaking purposes, the total number of Advisors and Committee Members shall be an odd number. If there is one Advisor, there shall be two Committee Members; and if there are two Advisors, there shall be three Committee Members.

   The purpose of the Committee is to gather input relevant to the class as a whole from participants and Advisor(s) and to act on this input to clarify and resolve issues, technical disputes and rules conflicts. The Committee shall act as a liaison between the drivers and Advisor(s).

   Current Club Ford Committee Members: None at this time 1/01/11

8. 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.

9. Questions regarding Club Ford rules or car eligibility will be answered by the Advisor(s) or members of the Committee. The Advisor(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 Region Board of Directors.

10. Fuel regulations are as per the GCR. 100 octane low lead aviation gasoline is specifically permitted.
CP cars are ICSCC Production prepared as adopted from the current 2013 ICSCC Club Rule Book. All CP classed cars must have an ICSCC logbook and have entered an ICSCC production race within the last 12 months (a one-race waiver will be allowed). CP cars that are built to SCCA GCR/IT minimum safety standards must run on DOT approved tires. CP cars that are built to SCCA Production/GT minimum safety standards may run on racing tires. For this regional only class that is not referenced in the GCR, cars shall meet fuel specifications as defined in GCR 9.3.26 for SS, T and IT classifications:

CP1 is defined as Conference Production A B, C
CP2 is defined as Conference Production D, E, F
CP3 is defined as Conference Production G and lower.

All cars entering SCCA events under CP class rules shall meet 2013 SCCA GCR safety standards. Note: ICSCC rules permit grandfathering of older cars in some cases with regard to newer safety regulations. This grandfathering is expressly **NOT** permitted in SCCA Club Racing unless the car is eligible for Vintage, in which case the car is only eligible for Vintage unless updated to current safety standards.
The following rules are intended to allow competitors to utilize proven stock car technology to compete in SCCA road racing events at a reasonable cost. The philosophy of GTA is to provide opportunities for drivers rather than engineers to showcase their skills. As such it is NOT a class to see who can spend the most money finding and exploiting loopholes in the rules, but instead is intended to use unmodified racing components that are readily available to the general public.

As we continue to expand the GTA rules to include new chassis, bodywork, and engine specifications, a certain amount of adjustment of the rules must be expected as we gain track experience with the various packages. Unless there is an obvious inequity between packages, however, these changes should never occur during a given competition season.

These rules shall govern all of the events and, by participating in an event, the competitor is deemed to have complied with these rules. No implied or express warranty of safety shall result from publications of, or compliance with, these rules and/or regulations. The rules are intended as a guide for the conduct of the competition and are in no way a guarantee against injury or death to a participant, spectator or an official.

ALL CARS ARE SUBJECT TO PERIODIC INSPECTIONS TO ENSURE COMPLIANCE WITH THESE RULES.

I. General Specifications
   A. All cars competing in this class must meet all SCCA safety requirements for GT category automobiles found in Section 9 of the GCR unless otherwise specified herein. This includes but is not limited to GCR requirements for:
      1. Vehicle documentation
      2. Driver restraint systems
      3. Driver's safety equipment
      4. On-board fire systems
      5. Fuel & fuel cells (may use either the Touring or GT fuel specs)
      6. Master switch requirements
      7. Brake and tail light requirements
      8. Rollover structures
      9. Seats
      10. Towing eyes
      11. Window safety nets
      12. Gauges and data acquisition
   B. Car number and class designations must meet SCCA GCR specifications. The class designation is “GTA”.
   C. All weights and ride height measurements shall be taken with the car set up for competition and will include the driver.
   D. The maximum rear weight bias at any point during the competition is 52.0 %.
   E. Any ballast used to meet minimum weight must meet the specifications of the current GCR.
   F. Weight shifting devices of any type are prohibited.
   G. No titanium components are allowed for any purpose. Not axles, not fasteners, not engine parts, not anything.
   H. All cars presented for competition must undergo a technical inspection prior to their first event of each NWR season.
   I. “Open-Hood” Policy: All GTA competitors agree to allow a non-invasive visual inspection of any component of their car up to one hour before a scheduled track session by any host
II. Chassis Specifications
A. Any commercially available, mild steel stock car chassis with a minimum wheelbase of 102” and a maximum wheelbase of 110” may be used.
B. Chrome alloy chassis are not allowed.
C. There are two basic styles of chassis used in Northwest Region - the “narrow track” chassis and the “wide track” chassis as defined by track width:
   1. The “narrow track” chassis has a track no greater than 62.0 inches.
   2. Any chassis with a track wider than 62.0 inches is considered a “wide track” chassis.
      The maximum track for any chassis is 65.0 inches.
D. The minimum overall body height of any chassis (measured 10 inches behind the top of the windshield) is 46.5 inches.
E. The base minimum weight for a car based on a narrow track chassis is 2800 pounds.
F. The base minimum weight for a car based on a wide track chassis is 2850 pounds.
G. The minimum ground clearance for any part of the chassis or bodywork rearward of the front tires is 3.5 inches.
H. The minimum ground clearance for the front air dam or splitter is 2.5 inches.
I. The maximum overall width is 75.0 inches for a narrow track car.
J. The maximum overall width is 80.0 inches for a wide track car.
K. A minimum of 9.5 inches, measured from the center of the crankshaft bolt to the ground, must be maintained at all times.

III. Body Specifications
A. All cars in this class must use 1997 through current-year commercially available stock car bodywork. The types of bodies allowed are:
   1. Cadillac CTS
   2. Chevrolet Camaro (2010+)
   3. Chevrolet Impala
   4. Chevrolet Malibu
   5. Chevrolet Monte Carlo
   7. Dodge Charger
   8. Dodge Intrepid
   9. Ford Fusion
   11. Ford Taurus
   12. Ford Thunderbird
   13. Lincoln MKS
   14. Oldsmobile Cutlass
   15. Pontiac G8
   16. Pontiac Grand Prix
   17. Toyota Camry
B. All body components must be utilized in an as-produced, unmodified form and must retain all manufacturer identifying markings. No “one-off” or “high downforce” body packages are allowed.
C. All cars competing in a race event must have a complete painted or polished gel-coat body to start the weekend. Presentation of stock appearing, very professionally finished racing stock cars is the primary objective of the GT America Class. Overall workmanship and appearance shall be a determining factor when a car is approved for competition.
D. Absolutely no additional holes, vents, modifications, etc., will be permitted on the body panels except as provided herein.
E. Unless damaged by an accident during the racing weekend, all body panels must remain in their standard orientation when the car is at speed (i.e. - no flexing or cocking of body panels to vent air from underneath or inside the car is allowed).

F. The bottom of the car must not be “belly-panned” or flush paneled. Panning may not extend rearward of the trailing edge of the radiator. Other than ductwork that serves no other purpose than to direct cooling air to the brakes, fuel/air metering device (carburetor or throttle body), and/or driver, no fixed or moveable air-directing devices are permitted underneath or inside the car.

G. Installation of air ducts to direct air to cool the driver is permitted. Air ducts to direct air to cool the driver can be installed behind the a-pillar. Duct and mount cannot exceed 8 inches in height by 12 inches in length. A maximum of three vents may be added to each rear side window to exhaust hot air from the driver’s compartment.

H. The hood must have a minimum of four (4) positive locating pins on the leading edge of the hood and must be securely fastened by either pins or hinges at the rear. Cars using Late Model hoods may install the Five Star hood hold down (part #570-3700 or part #660-3700) to stabilize the front of the hood.

I. If used, a cowl opening shall be located at the rear edge of the hood at the base of the windshield and have a maximum opening of 2.5” deep by 20.0 inches wide. Fresh air boxes to the fuel/air metering device (carburetor or throttle body) are allowed as long as that ductwork serves no other purpose.

J. The single-plane rear blade spoiler must be mounted at an angle from 50 to 75 degrees (perpendicular to the ground being 90 degrees) and may not extend beyond the rear bumper when viewed from directly above the rear bumper. Spoilers must be a minimum of .063 aluminum or Lexan and may vary in overall height to match the contours of the bodywork. The rear spoiler dimensions shall not exceed 59.0 inches wide by 5.0 inches in height, or 295.0 square inches total surface area. Braces to prevent spoiler deflection are allowed, but may not serve any other purpose.

K. A full, stock-dimension molded front windshield is mandatory and must be constructed from 3/16” (minimum) Lexan. Three (3) 1-inch by 1/8” thickness internal windshield support braces should be spaced at least on six-inch centers and roughly centered on the windshield. The windshield must be secured to the body by bolts and/or rivets to prevent the windshield from popping out under internal pressure such as a spin.

L. A full, stock dimension molded rear “glass” constructed of minimum .093” thickness Lexan is required. It must be held securely in place by a minimum of two (2) 1.0” wide external straps as well as bolts and/or rivets mounting the “glass” to the rear bodywork around the perimeter of the opening. Back “glass” must also be securely braced internally to prevent significant bowing or distortion under racing conditions.

M. Side windows (driver and passenger side) must remain as produced in dimensions. Models with rear quarter or opera windows must have the stock opening covered with clear, securely mounted .093” thick Lexan. All window net installations must meet SCCA specifications.

N. Cars must be neat in appearance at all events. All cars must have complete bodies, fenders, hoods, grills, and bumpers. Cockpit floors must be complete with no tunnels and/or air ducts allowed. No streamlining will be allowed, such as windshields, underpans, radiator grills or headlights. Taping of hood and/or body seams is not allowed.

O. Headlight decals and taillight decals or the model’s original taillights are required at all times. Two functioning brake lights in the approximate location of the stock taillights are required. If you are planning to run in the rain, two functioning taillights are also required.

P. Late model bodies may use “vent windows” to stabilize the A-post at high speeds. The maximum dimension along the top of the door will be nine (9) inches, and the trailing edge must be ninety degrees from the top of the door to the A-post. No vent windows may be added to the existing panels of the flange-fit bodies.

IV. Suspension/Shock Absorber Specifications

A. Springs are open.
B. The steering wheel must be mechanically coupled to the front wheels and activate only those wheels (no “steer by wire” or “four-wheel steering”). Power assist is allowed and may be driven off the differential.

C. A collapsible steering column, either by layout design or column construction, is required.

D. Front lower control arms must be made of steel. Upper control arms, strut arms and upper pivot shafts may be aluminum.

E. Front spindles/uprights must be steel, designed for racing applications, and be readily available to all competitors. No one-off, “center cooled” or Riley style spindles/uprights/hubs are permitted. Zero-scrub geometry is not permitted.

F. Independent front suspension with articulated upper and lower control arms is mandatory.

G. Major steering components including steering arms, tie rods, idlers, etc., must be fabricated from approved ferrous or non-ferrous alloys. All heim joints must be of aircraft quality.

H. Sway (anti-roll) bars must be made of steel. Sway bar arms must be made of steel or aluminum. Heim joints are allowed to be attached to the lower control arm(s) and/or rear end. Driver adjustable sway bars are not allowed.

I. The longitudinal linking system for the rear of the chassis may not exceed four locations and may not include a “torque tube” of any design. Spring-loaded and/or cushioned (torque absorbing) links are permitted.

J. Either a panhard bar or Watts link may be used to locate the rear axle laterally.

K. Independent rear suspensions are not allowed.

L. Shocks are open, any shock absorber may be used with no weight penalty. One shock per wheel.

M. Driver adjustable shock absorbers are not allowed.

V. Rear End Specifications

A. Ford 9” or Quick Change units only. No “rear drive” or modified driven Quick Change rear ends are allowed.

B. All axle tubes must be made of steel.

C. The maximum rear camber per wheel is +/- 1.75 degrees.

D. Electronic and/or electronic/hydraulic traction control devices are not allowed. Competitors found with any type of traction control device on the vehicle, whether operational or not, will be disqualified from the class for twelve (12) months.

VI. Transmission, Clutch, Flywheel, Bellhousing, and Driveshaft Specifications

A. Transmissions must be of readily available stockcar-style technology with four forward gears and an operating, driver-engageable reverse gear. All forward gears must be at least 1.00 inches thick. No five-speed, semi-automatic or automatic transmissions are allowed. Manual “H-style” shift linkage is required. No sequential shift mechanisms are allowed. Ceramic bearings are not allowed.

B. The clutch is limited to no more than three steel disks and floater plates with a minimum clutch diameter of 5.25 inches. No carbon parts or carbon clutches are allowed.

C. Bellhousings must be Quarter Master, Tilton or OEM. Transmissions must bolt directly to the rear bellhousing surface (i.e. - the 10” spacers common in GT-1 are not allowed).

D. The driveshaft must be one piece and made of metal.

E. A minimum of two steel 360-degree driveshaft hoops shall be installed of sufficient strength to contain the driveshaft in case of u-joint or driveshaft failure. Said hoops shall be located within twelve (12) inches of the front of the shaft and as close as practical to the rear u-joint.

VII. Wheel and Tire Specifications

A. Rims must be 15” diameter steel stock car rims of a one-piece construction specifically designed for racing. Wheel offset must be a minimum of 3.00 inches and a maximum of 7.00 inches (i.e. - zero-scrub front suspension is not allowed). Maximum wheel width is 10”.

B. All four tires on the car at any time must be the same model number.

C. Soaking or chemical treating of the tires is prohibited.

D. In the event the race is declared a rain race by the Chief Steward, any tire may be used that fits a GTA-legal rim.
E. When a vendor changes the specified tire model because a tire is no longer being manufactured, both the previous model and current model for that manufacturer may be used the next season, but the obsolete tire cannot be used after July 1.

VIII. **Brake Specifications**
A. All vehicles must use dual master cylinder, 4-wheel disc brake systems.
B. Driver adjustable brake bias is allowed.
C. Brake rotors must be iron.
D. Brake recirculators are allowed.
E. Any brake caliper utilizing pads with a maximum brake friction surface of 4.75 x 2.50 inches may be used with no weight penalty. If even one caliper utilizes pads larger than 4.75 x 2.50 inches, a fifty (50) pound weight penalty is assessed.
F. Inline blowers may be used in the brake cooling ducts, but water cooling of the brakes is not allowed.
G. Electronically controlled anti-lock braking systems are not allowed.
H. Brake pad materials are open.

IX. **Engine Specifications**
There are multiple engine preparation packages that can be used, but any engine must comply with all the specifications of the selected package. i.e. — no “cherry picking” of items across multiple engine packages is allowed. All cars must comply with the general engine specifications found in Appendix A, then must fall into one of the following four categories:
- “Traditional” GTA carbureted engine as defined in Appendix B.
- “ASA Tour” LS-1 engine as defined in Appendix C.
- “Upgraded” LS-1 based engine as defined in Appendix D.
- “ZZ4 Fast Burn” engine as defined in Appendix E.
- “604 Circle Track” engine as defined in Appendix F.
- “Ford DS347SR/MEP 425 LM” engine as defined in Appendix G.
- “Restricted” carbureted engine as defined in Appendix Z.

As new common engine packages become available they will be evaluated by the Advisory Committee(s) and may be added as optional engines under these rules.

X. These rules are based on the GTA-Southeast Division SCCA.
Appendix A:
General Engine Specification (apply to all engine packages).

1. All engines will be normally aspirated, pushrod V-8s.
2. The centerline of the crankshaft shall be located within 1.00 inches of the centerline of the entire chassis (no more than 1.00” offset is permitted).
3. Engine setback will be measured from the center of the front most spark plug hole to the centerline of the top ball joints. For narrow track cars the maximum setback is 2.00 inches. For wide track cars the maximum setback is 4.00 inches.
4. A minimum of 9.5 inches, measured from the center of the crankshaft bolt to the ground, must be maintained at all times (with all tires inflated to a maximum of 25 psi).
5. Aftermarket engine blocks are allowed, but must be equal to or greater in weight and exterior dimensions compared to the original manufacturer of the make and model. No aftermarket aluminum blocks are allowed.
6. The crankshaft must be made of steel or iron. The stroke may be increased or decreased, but the minimum stroke length is 3.25 inches. The minimum (bare crank) allowable weight is 46 pounds. Lightweight, knife-edge, 180-degree, pendulum cut, scalloped, and/or undercut counterweight crankshafts are prohibited.
7. Connecting rods must be solid steel. No titanium, aluminum, stainless steel or composite rods are allowed. Rods may be tested by using a magnet.
8. Valve covers are open.
9. Alternators must be OEM type, belt driven, and are optional. One-wire alternators are permitted and may be driven off the engine or the differential.
10. Water pumps must be OEM type. Water pump impellers may be altered for improved cooling. No reverse cooling systems are allowed.
11. The accelerator pedal must be mechanically coupled to the fuel/air metering device (no “fly by wire” throttles).
12. Each car must utilize a verifiable device that limits maximum engine RPM. The unit cannot be in a location where it can be modified or adjusted by the driver while the car is in motion. It is incumbent on each team to demonstrate that their rev limiting device is (a) functional, (b) accurate, and (c) tamper-proof.
   • For the soft touch systems all chips of the same setting may be thrown in a box and distributed randomly. At any event a test chip (3000 RPM) may be used to verify all rev limiters are functional. After verification, distribution and installation, chips also may be tie-wrapped into place or otherwise marked by a Tech Inspector. Cars with chips that are dislodged during qualifying will start at the rear of the entire grid while chips dislodged during the race will result in disqualification.
   • To enforce rev limits on the LS-1 based engines (both standard and upgraded) ECUs may be randomly exchanged and/or swapped out with a standard ECU for the engine package being used. For the carbureted LS-1 engines, this would involve random assignment of the MSD 6010 timing modules.
13. Spark plugs are open.
14. The radiator must retain a stock appearance and must be located in front of the engine. The top of the radiator may be laid back a maximum of 3.00 inches from vertical.
15. Any commercially available stock car exhaust system that meets track-specific sound requirements may be used. Exhaust systems may be chromed, ceramic coated and/or painted.

Appendix B:
“Traditional” carbureted GTA engine specifications.

1. Must meet all requirements listed in Appendix A.
2. Engine displacement can be a maximum of 358 cubic inches.
3. Pistons must be any forged flat top version, however valve reliefs may be cut into the top surface. No portion of the piston may protrude from the block. Each piston must have two compression rings and one oil ring groove.
4. The minimum wall thickness of the piston wrist pin must be .125 inches and must be made of steel. Any type of wrist pin locking device may be used.
5. Chevrolet cylinder heads must be Dart II cast iron heads, part #10310010P, which replaced part #1112B and #1115B.
6. Ford cylinder heads must be Dart II cast iron heads, part #5302B or World Products’ Roush head, part #053040.
7. Chrysler cylinder heads must be Mopar Performance part #P4529994.
8. Maximum intake valve diameter is 2.020 inches. Maximum exhaust valve diameter is 1.600 inches. No titanium valves are allowed.
9. The minimum combustion chamber allowed is 62.0 cc and the internal cylinder head chamber dimensions must remain identical to the cylinder head's original chamber dimensions. Grinding for cc adjustments is allowable only in the cavity area. The cylinder head's original squish area must not be modified from the original dimensions at any point in the cylinder head. Porting and polishing is not allowed. No more than a three-angle valve job with a bottom cut of 60 degrees is permitted. A maximum of 0.250 inches from the head of the valve seat to the bottom of the 60-degree bottom cut is allowed. No grinding in the valve bowl area is permitted. No interior or exterior coatings are permitted.
10. Valve stem size must be a minimum of 11/32” and must remain as delivered from the manufacturer without modification. No pro-flow or any type of valve that steps down in diameter beyond the listed dimensions are allowed.
11. Externally measured compression ratio may not exceed 10.7:1. Engine compression ratio is designed to be 10.2:1, so a variance of 0.5 has been established in the maximum allowable externally measured compression ratio of 10.7:1.
12. Chevrolet intake manifold must be an Edelbrock Victor Jr., part #2975.
13. Ford intake manifold must be an Edelbrock Victor Jr., part #2980 or #2981.
14. Chrysler intake manifold must be an Edelbrock Victor W-2, part #2920.
15. No modifications to the intake manifold are allowed. No porting, polishing or filling of ports with any kind of material is allowed. No internal or external coatings or painting of any type is allowed. The maximum intake manifold port size is 1.900 inches high by 1.100 inches wide. The height from the top of the manifold mounting flange to the bottom of the port must be no less than 1.000 inches.
16. The carburetor must be a Holley 650 DBL pump, part #0-80541-1 and must be completely unmodified except for changing of jets and changes (safety wire or epoxy) to keep the booster nozzles from falling into the intake manifold. No porting, polishing or addition of epoxy (except to retain the booster nozzles), resin or any other material is permitted. A maximum 1.000 inch thick spacer may be used between the intake manifold and the carburetor.
17. Any roller or flat tappet camshaft with a maximum lift of 0.612 inches (measured at the valve with 0 lash) may be used. Engle camshaft part #RK-38 meets these specifications. The cam drive may use either a chain or belt system.
18. Rocker arms may be any OEM, steel or roller bearing type. No split shaft, shaft mounted or trunk-lined rocker assemblies are permitted. The maximum rocker arm ratio is 1.600:1.
19. The oil pan is open, but the oiling system may not exceed a three-stage system (two scavenge stages and one pressure stage). Cosworth, Cosworth-style, Autoverdi, and Heineker pumps are not allowed.
20. Air cleaners are required at all times. The air filter housing must be centered on the carburetor and all air entering the engine shall pass through the filter. The air filter element may not exceed 15.00 inches in diameter and the maximum element height is 4.00 inches.
21. Ignition systems may be OEM or electronic. No magnetos are allowed. The distributor must mount in the stock location. No ignition components may be located on the driver’s side of the chassis. The ignition(s) must have a soft touch rev limit chip set at 7000 rpm (no variable and/or adjustable ignition systems are allowed). The soft touch system must be enclosed and have no interruptions or breaks in the wires en route to the distributor. All ignition wires connecting to the rev limiter(s), the ignition box(es), and the coil(s) must be readily accessible for inspection. No other wires may intersect or connect to those wires operation the ignition system(s) save for the ignition switch(es). If more than one ignition box is used each will be limited by a separate 7000 RPM rev limiter.

Appendix C:
“ASA Tour” LS-1 engine.

1. Must meet all requirements listed in Appendix A.
2. This is the LS-1 Corvette engine as used by the 2005 ASA series. This includes but is not limited to the following:
   a. ASA-spec filter box
   b. ASA-spec air meter ducting (bellows)
   c. Stock Mass Air Flow (MAF) sensor
   d. Unmodified LS-1 intake manifold, part number 12560894
   e. Unmodified LS-1 cylinder heads, part numbers 241 or 853
f. Camshaft part number 12480110 ("LS" V8 ASA cam) with 1.7:1 rockers
   1. max lift measured at the intake and exhaust valves is .525"
   2. duration at .050" lift: intake = 226, exhaust = 236
   3. lobe separation is 110

   g. Maximum compression ratio is 10.1:1

3. The 75mm throttle body must remain in place.
4. The stock stroke must be maintained. Cylinders may be honed as part of the normal freshening procedure, but the engine displacement can be a maximum of 350 cubic inches.
5. Crankshaft may be replaced with Eagle # 434636226100.
6. Rods may be replaced with Eagle # 612503D2000, Callies Compstar # 6125LS1, or Engine Pro # 10-1108-8.
7. Pistons may be replaced with Mahle # LS1314-898-F04, LS1314-905-F04, or LS1314-908-F04 (depending on the overbore needed).
5. Maximum engine RPM as controlled by the ECU is 6500 rpm.
6. All ECU’s must have either the ASA Tour or Schwanke-certified logos intact.
7. Cars using this engine may reduce their minimum weight by fifty (50) pounds.
8. The oil pan is open, but the oiling system may not exceed a three-stage system (two scavenge stages and one pressure stage). Cosworth, Cosworth-style, Autoverdi, and Heineker pumps are not allowed.
9. All LS-1 engines, whether sealed or not, are subject to the same teardown policies as covered by the GCR.

**Appendix D:**

"Upgraded" LS-1 engine.

ASA Tour LS-1 based engines (Appendix C) may be modified only as follows:

1. Must meet all requirements listed in Appendix A.
2. The base LS-1 heads may be replaced with unmodified cylinder heads, part numbers 243 or 799.
3. An ECU re-flash to raise the maximum RPM limit to 6800 is allowed.
3. Optional upgraded intake systems:
   - Option 1: Any 90mm throttle body may be installed. One example is GM part #12589181. A stock, unmodified LS-2 intake manifold to fit the larger throttle body must be installed.
   - Option 2: An LS-6 intake manifold (part # 12573572 or 88894339) may be installed, but the stock 75mm throttle body must remain in place.
   - Option 3: The fuel injection system may be completely replaced with a Holley 650 carburetor as specified in Appendix B, item 16. This conversion also requires GM intake manifold part #88958675 and an MSD 6010 timing module.
4. The ASA-spec filter box and air meter ducting (bellows) may be replaced by aftermarket parts, but the stock Mass Air Flow (MAF) sensor must remain in place.
5. New valve springs, Isky #165A or GM part #12586484, should be installed to handle the higher RPM limit.
6. New ARP rod bolts, part #134-6006, should be installed to handle to higher RPM limit.
7. Competitors may upgrade their own ASA LS-1 engines, but ONLY the items listed in Appendix D, numbers 2 through 6 may be modified. NO other modifications are allowed.
8. For technical assistance on upgrading the LS-1 engine, contact:
   - FlowTech
     191 Airport Road
     Arden NC
     828-775-8886 – talk to Lee Schwartz

   9. ASA engine modification/re-certification work can also be performed by:
      - Schwanke Engines, LLC
        321 West Rock Street
        Springfield MN  56087
        800-423-6571 – ask to speak to Tim
        www.schwankeshortblocks.com

   10. All LS-1 engines, whether sealed or not, are subject to the same teardown policies as covered by the GCR.
Appendix E:
“ZZ-4 Fast Burn 385” based engine.

This is a 23-degree aluminum head GM crate engine P/N 12499712 that must remain untouched except for the following specifications:

1. Must meet all requirements listed in Appendix A.
2. Must retain the stock 3.48” stroke.
3. Engine displacement can be a maximum of 355 cubic inches.
4. Maximum engine RPM is 6200 rpm.
5. Maximum compression ratio is 10.0:1.
6. Maximum intake valve diameter is 2.00”, maximum exhaust valve diameter is 1.55”.
7. The camshaft may be replaced with an aftermarket model meeting the following specs:
   a. maximum valve lift: .525”, intake and exhaust
   b. duration at .050” lift: intake - 218, exhaust - 228
   c. any hydraulic lifter allowed
   d. 1.6:1 roller rockers are allowed
8. The oil pan is open, but the oiling system may not exceed a four-stage system (three scavenge stages and one pressure stage). Cosworth, Cosworth-style, Autoverdi, and Heineker pumps are not allowed.
9. Any carburetor may be used, but cars meeting all the specifications of Appendix B.16 may reduce their minimum weight by fifty (50) pounds.

Appendix F:
“604 Circle Track” based engine. (For Ford version see Appendix G.)

This is a readily available circle track crate engine that is based off the ZZ-4 Fast Burn 385 P/N 24502609, P/N88959604. It is HIGHLY recommended that the oiling system be modified to enable the package to survive in a road racing environment. The engine must remain untouched except for the following specifications:

1. Must meet all requirements listed in Appendix A.
2. Must retain the stock 3.48” stroke.
3. Engine displacement can be a maximum of 355 cubic inches.
4. Maximum engine RPM is 6500 rpm.
5. Maximum compression ratio is 9.6:1.
6. Maximum intake valve diameter is 2.00”, maximum exhaust valve diameter is 1.55”.
7. The camshaft may be replaced with an aftermarket model meeting the following specs:
   a. maximum valve lift: .474” intake, .510” exhaust
   b. duration at .050” lift: intake - 208, exhaust - 221
   c. any hydraulic lifter allowed
   d. 1.6:1 roller rockers are allowed
8. The oil pan is open, but the oiling system may not exceed a four-stage system (three scavenge stages and one pressure stage). Cosworth, Cosworth-style, Autoverdi, and Heineker pumps are not allowed.
9. Any carburetor may be used, but cars meeting all the specifications of Appendix B.16 may reduce their minimum weight by fifty (50) pounds.
10. See the GM Performance Parts Circle Track Crate Engine Technical Manual for complete specification.

Appendix G:
“Ford DS347SR/MEP425LM Circle Track” based engine. (For GM version see Appendix F.)

This is a readily available circle track crate engine that is based off the BOSS 302 P/N M-6007-DS347SR. It is highly recommended that the oiling system be modified to enable the package to survive in a road racing environment. The engine must remain untouched except for the following specifications:

1. Must meet all requirements listed in Appendix A.
2. 3.4” stroke.
3. Engine displacement can be a maximum of 351 cubic inches.
5. Maximum compression ratio is 10.1:1.
6. Maximum intake valve diameter is 2.02”, maximum exhaust valve diameter is 1.60”.
7. The camshaft may be replaced with an aftermarket model meeting the following specs:
   a. maximum valve lift: .528” intake, .528” exhaust (with 1.65 rocker)
   b. duration at .050” lift: intake- 226, exhaust- 226
c. any hydraulic lifter allowed  
d. 1.65:1 roller rockers are allowed  

8. The oil pan is open, but the oiling system may not exceed a four-stage system (three scavenging stages and one pressure stage). Cosworth, Cosworth-style, Autoverdi and Heineker pumps are not allowed.

9. Any carburetor may be used, but cars meeting all the specifications of Appendix B.16 may reduce their minimum weight by fifty (50) pounds.


Appendix Z:  
“Restricted” carbureted engine.

If your engine does not fall into one of the categories listed above it may still be used as long as it meets the following specifications:

1. Must meet all requirements listed in Appendix A.

2. Engine displacement can be a maximum of 366 cubic inches.

3. Maximum intake valve diameter is 2.050 inches. Maximum exhaust valve diameter is 1.600 inches. No titanium valves are allowed.

4. The maximum engine compression ratio is 9.5:1.

5. Any carburetor may be used, subject to the following restrictions:
   a. Restricted engines using a Holley 650 DBL pump, part #0-80541-1, as defined in Appendix B.16 will be limited to 7000 RPM.
   b. Restricted engines using any other carburetor will be limited to 6500 RPM.

6. Any roller or flat tappet camshaft with a maximum lift of 0.550 inches (measured at the valve with 0 lash) may be used.

7. The oil pan is open, but the oiling system may not exceed a four-stage system (three scavenging stages and one pressure stage). Cosworth, Cosworth-style, Autoverdi, and Heineker pumps are not allowed.

8. Ignition systems may be OEM or electronic. No magnetos are allowed. The distributor must mount in the stock location. No ignition components may be located on the driver’s side of the chassis. The ignition(s) must have a soft touch rev limit chip set at a maximum of 6500 or 7000 rpm depending the carburetor being used (no variable and/or adjustable ignition systems are allowed). The soft touch system must be enclosed and have no interruptions or breaks in the wires en route to the distributor. All ignition wires connecting to the rev limiter(s), the ignition box(es), and the coil(s) must be readily accessible for inspection. No other wires may intersect or connect to those wires operation the ignition system(s) save for the ignition switch(es). If more than one ignition box is used each will be limited by a separate RPM rev limiter.
Class Purpose and Intent:
The intent of this class is to allow automobiles which have been modified and exceed or otherwise do
not conform to IT class preparation rules (GCR 9.1.3), or which are not listed in the GCR ITCS, a place
to compete. ITE also provides a second-entry class to maximize track time. Entrants shall not be
guaranteed the competitiveness of any car.

Automobiles:
1. All ITE cars shall meet or exceed all current GCR safety standards for IT competition (GCR
   9.1.3.D.10 Safety). Fuel cells, fire systems and weld-in roll cages with NASCAR-style door bars
   are allowed and encouraged.
2. All ITE cars shall run on D.O.T. approved tires.
3. Any SCCA approved fuel is allowed in ITE. Diesel fuel is allowed in ITE in production engines
designed for diesel fuel. Propane and Nitrous Oxide are prohibited.
4. Any GCR recognized Touring, Improved Touring, Spec Miata or Showroom Stock legal car may
   compete under the rules specified for its class. Any modification beyond the specific rules for
   specified class shall require the vehicle to comply with the ITE rules.
5. World Challenge, Firehawk cars are allowed in ITE and MUST conform to their respective rules
   set. Other Touring type cars from other series may be considered upon application to the
   Northwest Region Competition Committee. Competitors entering these cars in ITE shall be
   required to have in their possession a copy of the respective series rulebook for the specific
   make, model and year of the automobile entered. All ITE cars shall run on D.O.T. tires
   regardless of their respective series rules set.
6. Any modification beyond the specific rules for the specified series shall require the vehicle to
   comply with the ITE rules. If a WC, Firehawk or other allowed Touring type car deviates from its
   respective spec rules in any way, it is no longer eligible under this rule (#5) and must comply
   fully with the ITE rules.
7. SCCA GT and Production class race cars on D.O.T. tires are prohibited. Any car with GT or
   Production modifications, not otherwise allowed in the GCR-ITCS section or specified in the ITE
   rules, make a car ineligible for ITE classification. Tube-frame race cars are not eligible for ITE.
8. All cars shall display the class designation ITE.

Engine:
Engine modifications are limited to the IT preparation rules (GCR 9.1.3.D) except for the following:
1. Cars may use an alternate engine block. The engine block must be from the same manufacturer
   as the chassis. The engine must remain in the original location utilizing the factory engine
   mount locations. The engine block type (example: V8) must remain the same as originally
   delivered and/or offered for sale from the manufacturer.
2. Induction systems and intake manifolds are free. Turbocharged and supercharged cars shall be
   allowed in ITE.
3. Any flywheel and clutch combination may be used.
4. Fuel and ignition engine management systems are free.
5. Crankshaft, camshaft(s), valve-train components, piston & rod combinations and engine &
   accessory pulleys are free. Cylinder heads, cylinder head porting, combustion chamber size
   and compression ratio are free. Aftermarket cylinder heads are allowed.

Transmission / Final Drive:
Transmission / Final Drive modifications are limited to the IT GCR preparation rules (GCR 9.1.3.D.4)
except for the following:
1. Any differential/transmission/transaxle housing and/or final drive or gear ratios may be used so
   long as the replacement unit does not alter the wheel base, axle width, spring and/or shock
attachment points of the race car and the gear ratio remains the same as any gear ratio that can be achieved when utilizing a stock differential/transmission/transaxle housing.

2. Any limited-slip or locked differential is permitted.
3. Factory manufactured all-wheel drive cars are eligible for ITE if they otherwise comply with the rules herein.
4. Automatic transmissions are allowed. Transmission must be from the same manufacturer as the chassis.

**Chassis:**
Chassis modifications are limited to the IT preparation rules (GCR 9.1.3.D.5) except for the following:
1. Ride height is free.
2. Springs/struts/shock absorbers / control arms are free. Aftermarket suspension components are allowed.
3. Reinforcement of suspension attachment points is allowed.

**Brakes:**
Brake modifications are limited to the IT preparation rules (GCR 9.1.3.D.6) except for the following:
1. Brake rotor and caliper upgrades are free.
2. Factory anti-lock brake systems (ABS) are allowed.

**Wheels / Tires:**
Wheel and Tire modifications are limited to the IT preparation rules (GCR 9.1.3.D.7) except for the following:
1. All ITE cars shall run on D.O.T. approved tires.
2. Wheel and tire size are free, within the limitation that the wheel/tire combination must fit completely within the front and rear fender well opening.

**Body / Structure:**
Body / Structure modifications are limited to the IT preparation rules (GCR 9.1.3.D.8) except for the following:
1. Fender modifications are allowed for the purpose of tire clearance. (per GCR 9.1.3.8.a). Flared fenders or non-stock quarter panels used to clear wider tires are not allowed. Alternate fenders and doors are prohibited.
2. Spoilers and wings are free.
3. Bumper covers are free.
4. Lexan glass is permitted for all window areas.
5. Alternate hood and rear deck lid are allowed.
6. Headlights and hardware may be removed. All wiring harnesses not required for the safe operation of the vehicle may be removed. Battery may be relocated within the body.
7. Doors: left and right; must be able to be opened from the outside, Glass and attaching hardware may be removed. Cars with factory fiberglass or aluminum doors shall be required to utilize NASCAR style door bars.

**Driver / Passenger Compartment:**
Driver / Passenger Compartment modifications are limited to the IT preparation rules (GCR 9.1.3.D.9) except for the following:
1. Interior trim pieces may be altered or removed.

**Fuel Testing:**
For this regional only class, that is not referenced in the GCR, cars shall meet fuel specifications as defined in GCR 9.3.26 for SS, T and IT classifications. Diesel powered ITE cars are exempt from fuel testing requirements.

*Where not specifically stated above, the GCR and/or IT specifications shall apply.*
The purpose of ITJ is to create a regional class where cars built for ChumpCar or Lemons racing, if meeting SCCA safety rules, would have a place to race on an SCCA Regional race weekend. As opposed to any other class of SCCA road racing, ITJ competition is designed as a “fun run” class, without any promise of intent of performance equitability. ITJ is designed to provide a way for drivers to earn an SCCA racing license and race in regional competition, with the absolute lowest cost vehicle. In no way will any waivers be considered or granted in areas regarding safety of vehicle or driver.

1. All ITJ cars must comply with the GCR section 9.

2. ITJ vehicles may race with prior accident damage, as long as that prior damage does not create a danger to the driver of that vehicle or fellow competitors.

3. Non-functional additions to vehicles, whose primary purpose is to express creativity, theme, are allowed only if do not create a potential safety hazard to the driver or fellow competitors
   a. External “props” such as (but not exclusive to) mannequin legs, papier-mâché shark fins, hood mounted longhorns, butterfly wings, are not allowed
   b. Death Race 2000, Road Warrior, military vehicles and vessels with mounted armaments, and Animal House “attack” vehicles are expressly prohibited.

4. ITJ eligible vehicles
   a. Must be a “mass produced,” gas-powered, four wheel passenger car
   b. Minimum weight of 1800 pounds and a maximum weight of 4000 pounds and a production-based engine.
      i. Cars weighing over 4000 pounds, but under 4300 pounds may appeal to tech for an event waiver.
   c. Tires must conform to applicable Improved Touring rules, i.e., must be DOT rated tires, and sizes must be consistent with allowable dimensions per the GCR. 190 wear-dated tires are not mandated, but they may be used if the racer prefers.
   d. Preparation regarding brakes, suspension, and engine must meet either ChumpCar rules or SCCA Improved Touring rules

5. ITJ competitors are encouraged, but not mandated, to meet the $500 + safety equipment rule of ChumpCars.
   a. A $3000 claiming rule or future race exclusion penalty for vehicles not racing within the spirit of the IT- “Junk” car class may be instituted (will be announced prior to the event).
   b. Handicapping of vehicles based on qualifying laps, actual race lap times, and by competitor input may be instituted at the discretion of Race Stewards.
PURPOSE: To provide a venue for PCA drivers with competition cars and who are members of the SCCA to participate in Regional competition events with the SCCA under regulations that are uniform in both the Oregon Region and the Northwest Region of the SCCA.

DRIVER ELIGIBILITY: Competition licenses accepted per 2013 General Competition Rules.

DRIVER CONDUCT: The General Competition Rules (GCR) of the SCCA shall be complied with at all times. In the event of a protest involving driver conduct, safety, car preparation, or any infraction of the SCCA GCR, the SCCA process shall be followed. The PCA may have available to the Stewards of the Meet (SOM) a PCA Car Steward who shall act solely in the capacity of an advisor to the SOM.

CAR CLASSES: Entrants will be divided into five (5) classes determined by the existing Porsche Club of America (PCA) Club Racing 2013 rule book. The PCA Club Racing Class designation will translate to the following NWR SCCA Classes:

<table>
<thead>
<tr>
<th>SCCA CLASS</th>
<th>PCA CLUB RACING CLASS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PCA1</td>
<td>GT1, Stock and Prepared classes L, K, J</td>
</tr>
<tr>
<td>PCA2</td>
<td>GT2, GT3, Stock and Prepared I, H, G</td>
</tr>
<tr>
<td>PCA3</td>
<td>GT4, SP3, Stock and Prepared E, F</td>
</tr>
<tr>
<td>PCA4</td>
<td>GT5, GT6 SP1, SP2, A, B, C, D</td>
</tr>
<tr>
<td>SP911</td>
<td>Porsche Racing Challenge 911Spec</td>
</tr>
</tbody>
</table>

CLASS MARKINGS: All PCA class cars must indicate their PCA Club Racing club class on both the front and rear in at least 4" high lettering. So as to avoid confusion with SCCA classes, the GT should be omitted (example: Use 1R instead of GT1R). The NORTHWEST SCCA class designations (example: PCA1) should be mounted on both sides of the car as per the SCCA GCR.

CAR PREPARATION: Cars may be modified within the limitations of the PCA Club Racing Rules (year 2013). No modification shall be allowed that conflicts with a safety rule as governed by the SCCA GCR IT Specs, and all safety requirements of the SCCA GCR shall be complied with. All PCA entrants shall have available for the SCCA tech inspectors a copy of the current PCA Club Racing Rules.

PROTESTS: In the event of a protest, a PCA Competition Committee Class Advisor may be available at Tech and to the SOM. The PCA Competition Committee Class Advisor shall make available to the SOM a copy of the PCA Club Racing Rules and shall act solely as an advisor to the SCCA Tech and the SOM on the subject of car preparation. SCCA safety requirements and the SCCA GCR shall take precedence at all times.

WEIGHING OF CARS: Cars subject to a weight limitation will report to the scales and be weighed in accordance with the current SCCA GCR. All cars will report to impound as per the Oregon and NWR Supps and the decision to waive weighing selected cars or the entire class will be made by the Chief Steward or, if that decision is delegated, at the discretion of the Chief Scrutineer.

FUEL TESTING: For this regional only class that is not referenced in the GCR, cars shall meet fuel specifications as defined in GCR 9.3.26 for SS, T and IT classifications.

UNCLASSIFIED CARS: In the event that a Porsche powered car is not classified the car shall run in PCA1.

CLASSIFICATION QUESTIONS: Any drivers with car classification questions may direct them to the designated PCA Competition Committee Class Advisor.
General Intent: PRO-3 conforming to the specifications of International Conference of Sports Car Clubs (ICSCC) aka “Conference” to compete in a Northwest Region class. 2013 Northwest Region PRO-3 rules are derived directly from the ICSCC source located at: http://www.icscc.com/ under Technical References section.

All PRO3 classed cars must have an ICSCC logbook and have entered an ICSCC race within the last 12 months (a one-race waiver will be allowed). For this regional only class that is not referenced in the GCR, cars shall meet fuel specifications as defined in GCR 9.3.26 for SS, T and IT classifications:

All cars entering SCCA events under PRO-3 class rules shall meet 2013 SCCA GCR safety standards. Note: ICSCC rules permit grandfathering of older cars in some cases with regard to newer safety regulations. This grandfathering is expressly “NOT” permitted in SCCA Club Racing unless the car is eligible for Vintage, in which case the car is only eligible for Vintage unless updated to current safety standards.
PRO44 was established to provide a dedicated class and rules for racing the Porsche 944 in the Pacific Northwest. The goal is to reasonably control costs to provide an affordable and competitive racing experience.

**Eligible Models**

PRO44 allows 1983-88 Porsche 944 and 1987-88 924S models with a factory 2.5L 8-valve engine.

**Minimum Weight**

All eligible models have a minimum class weight of 2600 pounds including driver.

**Performance Limits**

Maximum HP: 146  
Max HP + TQ: 292 (Max TQ = HP + 5%)  

All cars must meet the HP, torque and weight restrictions of the class as provided above. No variance is permitted from the HP and torque limits, as a variance for possible dyno fluctuations due to conditions is already built into the prescribed limits.

Competitors will submit cars for dyno testing that will produce sheets from three separate "reproducible" dyno pulls with SAE correction and smoothing factor of 4. It is the responsibility of the competitor to be within the power and torque guidelines of these rules. The guidelines have been established based on the estimated performance of an engine built to the allowed specifications of that car, and include built in allowances for some variance in the testing results. To ensure fairness, an appointed official or an approved technician will operate any cars being inspected on the chassis dynamometer. Prior to the chassis dynamometer inspection the competitor may top off any fluids needed to ensure the engine and drive train are not damaged during testing (however the operator/official conducting the testing will not be held responsible for mechanical failures during the testing). The fluids must be added with an official present and no other modifications or adjustments may be made to the car. All competitors will provide a dyno sheet from a Dynojet 228 or 248 dyno to the dyno settings referenced above before any regional points may be accrued. This dyno sheet will be entered into the NW Pro44 database and does not need to be redone unless the engine is changed or significant upgrades are performed. The organizers may bring a portable dyno to any event to verify the legality of any car. If enough fellow competitors complain a retest may be required if the Pro44 officials feel it is warranted.

If a car is tested and found to be outside the power guidelines, the competitor will be disqualified for the last official track session. If a competitor is disqualified, he/she will be allowed to modify the car for the next qualifying or race session to come within the power guidelines. Another dyno testing session will be permitted to demonstrate compliance and allow the competitor to continue to race at the racer's cost. No season points may be accrued by a car that has been tested to be above the allowed output. Points can only be accumulated up to the last legal dyno sheet in the possession of the Pro44 officials.

**Allowed Modifications**

Any modifications not specifically allowed in these rules are not permitted.

All vehicles must use factory stock parts (OEM) from the eligible models as defined above, except where otherwise noted. Stock parts may be updated or backdated except where otherwise noted. Stock
replacement parts may be obtained from sources other than the manufacturer provided they are the exact equivalent of the original parts (OEM equivalent).

Cars may not use any driver-accessible systems that allow adjustment of horsepower levels. Examples of such systems are driver-adjustable electronic tuning and engine timing advance devices, fuel pump output modification devices, boost controllers, adjustable MAP and MAF voltage clamps, and any other system or device that could alter Dyno readings when measured for compliance purposes.

1. Engine
   (a) Manifold and cylinder head port matching is permitted. No material may be removed further than one (1) inch in from the manifold to cylinder head mounting face. Valve guide material is unrestricted.
   (b) Stock or aftermarket chips allowed.
   (c) The 2.7L engine is not allowed.
   (d) Adjustable fuel pressure regulators are permitted.
   (e) Fuel lines may be replaced, relocated, and given additional protection. Aftermarket fuel rail may be used provided it is attached at all 4 factory attachment points to the manifold/ cam housing.
   (f) Air cleaner assemblies may be modified, removed, or replaced.
   (g) Exhaust emission control air pumps, associated lines, nozzles, and electrical/mechanical EGR devices may be removed. The power steering system may be removed.
   (h) Oil pans, pan baffles, scrapers, windage trays, oil pickups, lines, and filters are unrestricted. Oil and power steering hoses may be replaced with metal braided hose (i.e. Aeroquip). A pressure accumulator/"Accusump" may be fitted. Dry sump systems are prohibited.
   (i) Any ignition system which utilizes the original distributor for spark timing and distribution is permitted. Internal distributor components and distributor cap may be substituted. Any spark plugs and ignition wires may be used. Ignition timing is unrestricted.
   (j) Any exhaust header and exhaust system may be used that meets a 103 db maximum sound reading @ 50 feet.
   (k) Engines may be bored to a maximum of .040 inch over standard bore size. Factory oversize replacement pistons or their exact equivalent shall be used. Cast or forged equivalent pistons shall provide the same dome/dish/valve relief configuration, ring thickness and spacing, pin height relationship, weight, and compression ratio as factory replacement oversize pistons. Piston rings are unrestricted.
   (l) Balancing and "blueprinting" of the engine assembly is permitted. Lightening of parts beyond the minimum material removal necessary to balance is prohibited. Alternate engine hardware is allowed. ( nut, bolts, washers)
   (m) A tolerance of twenty five thousandths of an inch (0.025") less than the factory service limit is permitted for truing of the head. Under no circumstances may the compression ratio be increased by more than one half (0.5) point over stock. An offset key may be used to return cam timing to the factory specifications.
   (n) Any clutch disc and pressure plate of stock diameter may be used, provided that they are bolted directly to an unmodified stock flywheel. Balancing of the flywheel/clutch/pressure plate assembly is permitted. Lightening of the flywheel beyond the minimum material removal necessary to balance is prohibited.
   (o) Engine gaskets may be replaced with any gasket thickness. Engine drive belts may be replaced with others of equivalent OEM specifications.
   (p) The application and/or use of any painting, coating, plating, or impregnating substance (i.e. anti-friction, thermal barrier, oil shedding coatings, chrome, anodizing, etc.) to any internal engine surface, including intake manifold internal surface, is prohibited. The external areas may be painted/ coated for cosmetic reasons.
   (q) Any radiator may be used, provided it is mounted in the original location, maintains the same plane as the original core and requires no body or structure modifications to install. No new openings created by fitting an alternate radiator may be used for the purpose of ducting air to the engine.
(r) Oil cooler(s) may be added or substituted. Location within the bodywork is unrestricted, provided that it/they are not mounted within the driver/passenger compartment.
(s) Water cooling fans may be removed or replaced. Electrically operated fans with manual or automatic actuation may be fitted. Thermostats may be modified, removed, or replaced with blanking sleeves or restrictors.
(t) Heater hoses may be plugged. Heater water control valve(s) may be added or substituted. Heater core must remain in the car.
(u) Any O.E. 944/951 connecting rods are permitted. 951 cylinder heads are prohibited.

2. Transmission / Differential
   (a) Updating and backdating of transmissions is permitted within a specific model. Only the 5th gear ratio is allowed to be changed.
   (b) Transmission fluid coolers are unrestricted providing that they serve no other purpose than to cool the transmission fluid.
   (c) Any limited slip diff can be used.
   (d) Modification to or substitution of the shifter mechanism which reduces the range of motion is allowed.

3. Suspension
   (a) Shock absorbers may be replaced provided they attach to the original mounting points. Remote reservoir shock absorbers are prohibited. External shock adjustment limited to two. No shock absorber may be capable of adjustment while the car is in motion.
   (b) Any springs may be used, provided they are of the same number and type as originally fitted, i.e., coil, leaf, torsion bar, and that they shall be installed in the original location using the original system of attachment. Coil over threaded body shock/struts are permitted.
   (c) Sway bars (anti roll bars) are unrestricted providing that they mount in the original location and they are not cockpit adjustable.
   (d) Adjustable camber plates are allowed.
   (e) Bushing material, including that used to mount a suspension subframe to the chassis, is unrestricted.
   (f) The steering lock must be removed or disabled.
   (g) Front control arms may be modified or replaced with updated or aftermarket control arms providing that the mounting locations remain the same as OEM and the ball joints are dimensionally the same as O.E. Bump steer kits are not permitted.

4. Tires and Rims
   (a) Any DOT approved tire is allowed.
   (b) Rim type and style are unrestricted.
   (c) Maximum rim size is 7" x 15"/16". No tire and/or rim may protrude from under the fender when viewed from the top. Note- fenders may not be modified however the inner fender lip may be rolled to provide extra tire clearance.
   (d) Wheel spacers are unrestricted providing that they do not cause a violation of rule 4.(c).
   (e) Any wheel stud, bolt, and or nut is permitted.

5. Brakes
   (a) Brake pad material is unrestricted.
   (b) Steel braided brake lines are allowed and recommended.
   (c) Updating / backdating of brake components is not allowed outside of the 82-87 model year standard 944.
   (d) Parking brake lever, cables and associated parts may be removed.
   (e) Brake fluid is unrestricted.
   (f) Brake ducts are permitted providing that they serve no other function.
   (g) Grooving, slotting, cross drilling of rotors is allowed.
(h) Removal, replacement, or modification of dust shields is allowed.
(i) Brake proportioning valves may be used provided that they are of the in-line, pressure limiting type.
(j) Antilock braking systems must be disabled.

6. Body / Chassis / Interior
(a) Removal or substitution of components other than those specifically indicated below is not allowed.
(b) Any mirrors are permitted.
(c) One (1) rear quarter window may be replaced with Lexan type polycarbonate for the purpose of ducting cooling air to the driver.
(d) Sheet metal modifications in the rear deck, trunk and spare tire compartment are allowed for installation of a fuel cell or to the spare tire compartment to facilitate removal and installation of transmission. The welding of flat metal for repair of chassis cracks is permitted. Added material may not connect with roll cage components or otherwise provide chassis stiffening beyond the repair of worn areas. Welded metal cannot be used for ballast.
(e) The driver's seat must be replaced with a racing-type seat meeting the current year GCR. Any seat that is more than 5 years old must have an approved seat back brace installed.
(f) Spare tires must be removed.
(g) Additional ducting may be added to provide fresh air to the driver/passenger compartment providing that no modifications to body panels are made to accommodate the ducting.
(h) Modifications to the underside of the car for the purpose of improving aero effects are not allowed.
(i) Removal of the car interior, passenger seat, A/C and heating system, audio system, head lamp operating mechanism and related parts are allowed. The door glass and winder mechanisms may be removed.
(j) The factory "splash guard" located under the engine may be used or deleted. Alternatively a replica in an alternate material may be used subject to the following restrictions. The replica may only be mounted in the original holes for the factory part, it may be no wider than the frame rails and may not extend farther rearward than the cross member. The replica may not be designed to produce significant aero effect and should be as flat as possible. No ducts, holes or similar openings are allowed in the replica.
(k) 85.5 and newer cars may use any battery, provided it is mounted in the original location and securely fastened. 83-85.1 cars must use an OEM-size battery mounted in the original location.
(l) Windshield washer systems, rear windshield wiper systems, cruise control systems, horns and the wiring associated with any of these may be removed. Any holes left in the body must be covered or plugged.
(m) Modifications may be made to the foot pedals to improve the comfort of and control accessibility to the driver.
(n) Any steering wheel except wood rimmed types may be used. Any shift knob may be used.
(o) Gauges and instruments may be added, replaced, or removed. They may be installed in the original instrument(s) location using a mounting plate(s), or any other location using a secure method of attachment. Other than modifications made to mount instruments and provide for roll cage installation, the remainder of the dash “board” or panel shall remain intact. Switches to activate the ignition, the lights, the windshield wipers, the starter and other accessories located within the passenger compartment may be replaced and their location changed.
(p) A maximum of 50 pounds of ballast may be used. All ballast shall be located in the front passenger footwell/seating area, aft of the firewall and any footwell angle, and forward of the aft-edge of the forward-most passenger door opening. Ballast and shall be capable of being removed to be weighed apart from the car.
   1. Each segment shall be fastened with a minimum of two (2) one-half (1/2) inch bolts and positive lock nuts of SAE Grade 5 or better, and shall utilize large-diameter, load-distributing washers.
2. Holes may be drilled in the front passenger footwell/seating area floorpan for purposes of mounting the ballast (only), and said floorpan may be reinforced as required for the same purpose.

(q) A front aero skirt may be used provided it attaches directly to the front valence and extends downward in the vertical plane only. Any such addition may extend no lower than the bottom of the wheel rims as viewed from the side. It can extend no farther rearward than the original front valance.

(r) If the O.E. Door panels are removed, the resulting opening must be covered with aluminum sheet (.060" min thickness) or carbon fiber sheet may be utilized. If the interior door structure is removed the cage design must use a "NASCAR bar type design for driver protection.

7. Safety:
All safety items shall be compliant with the current year SCCA GCR for Improved Touring cars. This includes but is not limited too: roll cages, seats, fire extinguisher or fire system, drivers safety equipment, cut off switch, etc.
1. **PURPOSE:**
Radial Sedan is intended to provide a class for cars that exceed the preparation limits in the applicable Conference Production or SCCA Improved Touring specifications but still meet all safety regulations of the GCR. It is also intended as a showcase of current trends in performance. Be sure to read beyond this paragraph to ensure your complete understanding of the RS rules.

2. **ELIGIBILITY:**
Radial Sedan cars must be (or have been):
1. Marketed to the public in the USA as a unit.
2. Marketed in sufficient volume so that the vehicle’s specifications are standard.
3. Able to seat (4) average size adults as sold to the public. Those cars that are not able to seat (4) average size adults may also compete. But must carry a weight penalty of 200 lbs over the minimum weights specified in Section 4. IT cars are an exception to the above per section 5.C.XII of these rules. Competitors must provide factory a service manual (or industry substitute) for their cars.

3. **SAFETY REQUIREMENTS:**
All Radial Sedan cars must meet the same minimum safety requirements as Improved Touring cars as provided in the GCR section 9.4 SCCA GT legal cages. **Fuel cells and fire systems are allowed and encouraged.**

4. **OFFICIAL WEIGHTS:**
All cars will be weighed as raced, with driver. The weight for each car shall be:
- **A.** All Piston engine, pushrod, two-valve per cylinder cars will weigh at least 0.90 pounds for each cubic centimeter of engine displacement as raced plus 180 lbs. For example, a 2000 cc two-valve per cylinder pushrod piston engine powered car must weigh at least 1980 pounds.
- **B.** All piston engines, overhead cam, two-valves per cylinder cars will weigh at least 0.95 for each cubic centimeter of engine displacement as raced plus 180 lbs. For example, a 2000 cc two valve per cylinder piston engine powered car must weigh at least 2080 pounds.
- **C.** All piston engine cars with multiple valves per cylinder (>2) will weigh at least 1.0 pounds for each cubic centimeter of engine displacement as 2 raced plus 180 lbs. For example, a 2000 cc four valve per cylinder piston engine powered car must weigh at least 2180 pounds.
- **D.** All piston engine cars with multiple valves per cylinder (>2) and variable valve timing will weigh at least 1.2 pounds for each cubic centimeter of engine displacement as raced plus 180 lbs. For example, a 2000 cc four valve per cylinder piston engine powered car must weigh at least 2540 pounds.
- **E.** All rotary engine cars must weigh at least 0.85 pounds for IT prep. and 0.95 for EP prep for each cubic centimeter of engine displacement as raced plus 180 lbs. Rotary engines will be prepared only to IT or EP specifications. Engine displacement shall be as follows:
  - IT Legal 12A = 2292 cc’s = 2128
  - IT legal 13B = 2616 cc’s = 2402
  - E Production Legal 12A = 2292 cc’s = 2357
  - E production Legal 13B = 2616 cc’s = 2665
    - Street port does not allow water jacket modification.
    - Bridge porting: will not be allowed
    - Peripheral Porting will not be allowed
- **F.** Ballast may be added to all cars as required to meet minimum weight, provided it is securely mounted within the bodywork and serves no other purpose. **(Per GCR 9.3.8 Ballast)**
5. MODIFICATIONS:
   A. Bodywork: In keeping with the stock nature of this class, all cars shall maintain their stock appearance & dimensions.
      I. Fiberglass or carbon-fiber, hood and trunk panels and bumpers are permitted, they must retain the stock appearance & approximate dimensions Pre 1975 cars may use a small fiberglass fender flare for the purpose of tire clearance only, they must retain the stock appearance & approximate dimensions (two inch tolerance allowed at any point)
      II. Front air dams are permitted provided they do not protrude more than 1.5 inches from the outline when viewed from above, not including bumper or bumper mounts. Also, no part of the car except the 3 exhaust and suspension may be lower than the lowest part of the wheel rim.
      III. Bumpers may be removed.
      IV. Interiors may be “gutted” including removal of the passenger seat, removing door windows and window mechanisms.
      V. All windows may be replaced with any material specified as acceptable in the SCCA GT regulations.
      VI. Batteries may be relocated, but must be securely mounted in a containment box to protect the driver if the battery is in the driver’s compartment. Racing (gel) batteries are permitted.
      VII. A touring type wing maybe be added as long as it’s located within the width of the rear fenders and is no higher than 6 inches below the roof line. On wagon back vehicles a touring wing no higher than 3 inches from the roof may be used. No other aero devices shall be used.
   B. Chassis, Tires, Brakes, Wheels
      I. An IT or GT legal roll cage must be installed. Standard suspension pick up points must be used. However, the original unibody and/or chassis around suspension pick up points may be reinforced, and camber/caster adjustment may be added. Suspension bushing material is free.
      II. Springs, shocks and sway bars are free. All other suspension components must be standard, however, they may be reinforced.
      III. Any DOT- or MOT-approved tires may be used (as per IT, racing tires, recapped, or regrooved tires are prohibited).
      IV. Any production car brake system components (calipers, master cylinders, brake rotors, etc.), which can be bolted on without modification, may be used. In addition, dual master cylinder systems and brake biasing devices may be added. Any brake lining material may be used. Water-cooled or fan cooled brakes are not permitted. Racing calipers and rotor/hat assemblies may also be used, However those cars racing with any non-production car brake system components must increase the minimum weight from Section 4 by 100 pounds.
      V. Any road/racing wheels may be used (as per IT, tire tread may not protrude beyond fender opening when viewed from the top perpendicular to the ground). Wheel and tire combination must fit under stock unmodified fender except as outlined by these rules for pre-1975 vehicles. A tolerance of 2 inches from specified standard track is permitted front and rear.
   C. Engine and Drive train
      I. The engine and drive train must have been available with the body style as raced. It is permitted to machine the components of the 4 engine, however, no material or mechanical extension may be added to any part. Forced induction is not allowed.
      II. All cars may use up to (3) automotive carburetors and associated manifolds that can be purchased over the counter as a bolt on modification. Original carburetors or fuel injection systems and manifolds can be modified, however, no material may be added to a stock manifold, carburetor body or fuel injection throttle body.
      III. The exhaust system is free, but must include a muffler, and must end aft of the driver and within 3 inches of the outside perimeter of the bodywork as viewed from above. Sound pressure limits are defined in the Supplemental Regulations for each event.
      IV. Ignition systems are free.
V. Oil sump and oil pickup may be modified to increase oil capacity and to prevent surge. Oil pump may be substituted or modified. An oil cooler may be added provided it is contained within the body work and not visible from outside the car. Breathers, air filters, and oil filters are free. All emission control devices may be removed. Catch tanks must be utilized for the oil breather.

VI. Any radiator, which will fit in the standard location and not alter the appearance of the car, may be used. Fans and/or fan blades can be modified or removed.

VII. Fuel pumps and fuel filters are free, but they must be separated from the driver/passenger compartment by a metal bulkhead.

VIII. Gear ratios are free provided the transmission and differential housings are retained and not modified. Differentials may be modified to produce a locking or limited slip action.

IX. Heater may be removed.

X. Clutch and flywheel are free.

XI. Any engine modification that is legal according to the Improved Touring, Conference Production, or SCCA Production class rules is also legal in RS.

XII. All Cars wishing to compete in their legal SCCA GCR recognized IT or Conference Production 2 or 3 configuration shall be allowed to compete at the legal weight specified for that car per their rules.

XIII. All cars will be required to display their declared weight in the driver side quarter window.

(revised 12/2003)
1. Eligible cars are all those manufactured before December 31, 1985, with outboard suspensions, i.e., all four (4) corners of the shock absorbers/spring units mounted outside the monocoque, with one (1) end of each shock unit attached directly to the outboard area of the lower A-arm/control arm or on the lower area of the upright/hub carrier.

2. Spec Sports 2000 cars must display class designation as “SS2.”


4. Points to be awarded per Northwest Region points rules.

5. Trophies to be awarded as per current Supplementary Regulations.

6. There is no spec tire designated for this class.

The intent of this class is to create a venue whereby drivers of older, less developed, Sports 2000 chassis can seek competition on equal ground.
1. **PURPOSE:** To provide a venue for people with competition cars who, for various reasons, do not wish to participate in full Regional or National competition events yet want involvement in exciting sport of vintage road racing.

2. Preservation of these cars in a racing environment is viewed as important to the sport and to our club. Retention of experienced vintage drivers fosters continuity of our valued SCCA history and culture.

3. These Supplementary Regulations lay out car preparation standards as well as driver conduct standards and are considered part of the Northwest Region Entry Form as required for including Vintage/Historic cars in SCCA programs per General Competition Rules (GCR) section 3.1.9.

4. Vintage run group(s) are conducted according to the Event Supplementary Regulations, the Vintage Supplementary Regulations and the SCCA General Competition Rules. The only exceptions to compliance with the GCR and its provisions are contained in these Supplementary Regulations and relate to acceptable racing licenses for drivers and car preparation allowances as allowed per GCR 3.1.9.C. Section 7 in these Vintage Supplementary Regulations provides the specifics on car preparation.

5. It is the general policy of Northwest Region to recognize cars originally manufactured 25 years ago and earlier in the Vintage Racing Group.

6. **DRIVER ELIGIBILITY:** Drivers must be current SCCA members holding an Acceptable licenses for individuals participating in Northwest Region events are listed in the 2013 GCR 3.1.5 and GCR 3.1.9.B

7. **DRIVER CONDUCT:** Vintage drivers are expected to provide a safe and enjoyable environment for all participants and spectators. This requires recognizing that vintage grids include cars of many ages with great disparities in speed, cornering, and braking capabilities. Drivers, as well, tend to possess widely varied experience and ability. Accordingly, drivers are expected to exercise great care, prudence, and courtesy in traffic and in passing. The slowest car and driver has as much right to be on track as the fastest, and all drivers must conduct themselves accordingly and make room for each other. Drivers of slower cars are reminded to watch their mirrors and allow faster cars room to pass (both on the straights and in the corners). See Section 6.11 “Rules of the Road” in the GCR.

8. **CAR-TO-CAR CONTACT:** Contact is absolutely contrary to the spirit of Vintage racing. Drivers judged at fault may be penalized with exclusion from the event with the possibility for referral to the Stewards of the Meet (SOM) with possibility of probation or suspension of driving privileges at the discretion of the event Chief Steward. The event Chief Steward may rely on advice from the NORPAC Vintage Series Chief Steward and/or the Region’s Vintage Committee.

9. **CAR ELIGIBILITY FOR VINTAGE CLASSES:** Generally, cars originally manufactured in 1988 or earlier that have been prepared to, restored to, or preserved in vintage/historic racing condition as far as possible. Examples include 1988 or earlier cars with racing history and 1988 or earlier production cars restored to, prepared to, or converted for, racing to these Vintage Supplementary Regulations and specifications. Safety improvements are encouraged (see car preparation requirements, Section 7). Continuation model years later than 1988 may also be accepted in vintage.

SCCA has reissued publications for earlier years to help in determining appropriate configurations. Special interest cars may be included at the discretion of the event Chief Steward.
with the advice of the NORPAC Vintage Series Chief Steward or Vintage Committee. Logbooks from vintage organizations listed in Section 2 will be accepted for Northwest Region vintage classes only.

Cars accepted for vintage group participation may not qualify for regular SCCA regional or national run groups. Cars prepared and presented for Vintage Classes and not eligible for regular SCCA classes shall be issued a special Vintage Log Book (this may be a regular SCCA log book stamped or marked to indicate acceptance in only the Vintage Run Group).

10. CAR CLASSES:
   VP1 – Production cars up to 1900cc
   VP2 – Production cars 1901cc up to 3200cc
   VP3 – Production cars over 3200cc
   VFSR – All Formula and Sports Racers (no displacement split)

Production cars that are substantially faster than the majority of other cars in their class may be asked to move into the next class. The decision to move a car shall be at the discretion of the Event Chief Steward with advice from the NORPAC Vintage Series Chief Steward or Vintage Committee.

11. CAR PREPARATION: All Vintage cars must conform to Appendix Z of the SCCA Vintage Competition Rulebook (VCR), publication #5684 dated March 2005. Roll cages as defined in Appendix Z (pages 18 – 26) of the current VCR are required in all production cars considered model year 1973 or later. There is no requirement for cars from model year 1972 or earlier to have roll cages; however, members are encouraged to install roll cages in such cars where satisfactory installation can be achieved. At a minimum, roll bars are required for production cars from model year 1972 or earlier. Where allowed, roll bars must conform to Appendix Z of the current VCR (pages 27 -31).

Vintage cars shall have no minimum weight requirement.

Driver restraint systems must meet current GCR requirements. Driver window safety net or arm restraints are required in closed cars. Open cars require arm restraints. NOTE: An SCCA approved Head and Neck Restraint device is required for all SCCA classes including vintage beginning in 2012. See the current GCR for details.

Page numbers listed from the Vintage GCR relate to the 1972 Vintage GCR requirements.

12. TIRES: Must be approximately the same size, width, and profile as those originally offered on the car (either on the standard or optional rim). All cars participating in the vintage production classes (VP1, VP2, VP3) shall use DOT molded tread tires. Formula and Sports Racing (VFSR) cars may use slicks. If there is a specified slick tire available for the Formula or Sports Racing cars that may run in other groups (e.g. Formula Ford or Club Ford) those cars should run the “spec” tire. A waiver for the use of slicks by any car may be granted with the approval of the event Chief Steward as advised by the NORPAC Vintage Series Chief Steward or Vintage Committee (a log book notation of the exception will be made). Avon, Goodyear and Dunlop vintage tires that have been re-grooved to a specific pattern are allowable. Shaving of excess tread (as in the Improved Touring Classes) is permitted.

   Note the reasoning behind the treaded tire rule includes (but is not limited to):
   1) Reduction of cornering loads on elderly suspensions;
   2) Equalization of cornering speeds to keep drivers from trying unsafe passes (reducing the opportunity for contact) and because we are running cars of greatly varying speeds in one group; and
   3) Vintage is not intended as a contact sport.

13. FUEL: Vintage classified cars participating in the Vintage Run Group shall meet fuel
specifications as defined in GCR 9.3.26. This allows cars running in Vintage Classes to use unleaded pump gas if they so choose. Leaded racing fuel is also acceptable. Cars running in only Vintage Classes do not require a fuel port. However, fuel used in any vintage class car may still be tested.

14. **SPLIT START:** All Vintage races should begin with a split start between formula/sports racing and production car groups unless the event Chief Steward or their designee determines the composition of the run group makes a split start unnecessary. The lead group will be determined by the event Chief Steward or their designee as appropriate. It is recommended that the pace car pace the second group if only one pace car is available.

15. **OTHER ISSUES:** Cars that are upgraded to current level racing specifications may not be considered in the spirit of the Vintage group and may therefore be excluded. Drivers who’s driving or other actions are observed to not be in the spirit of the vintage group as determined by the Event Chief Steward, with advice from the NORPAC Vintage Series Chief Steward or members of the Vintage Committee, may be excluded from the run group (see Section 3). Determination of car or driver eligibility or appropriateness for participation shall be at the sole discretion of the event Chief Steward with advice of the NORPAC Vintage Series Chief Steward or Vintage Committee. It is expected that individual situations will arise at various events (i.e. a second driver using a car that might otherwise be excluded) and final participation decisions will be determined by the Event Chief Steward with advice from the NORPAC Vintage Series Chief Steward or members of the Vintage Committee.

16. **POINTS FOR YEAR END AWARDS:**

Three (3) points for: Entering (If the entry is withdrawn and fees refunded, no points are awarded)
One (1) point for: Posting a qualifying time
One (1) point for: Every lap completed during the main race
Four (4) points for: First through fifth (1st – 5th) place finishing positions (in class)
Two (2) points for: Sixth through tenth (6th – 10th) place finishing positions (in class)
One (1) point for: Eleventh through fifteenth (11th – 15th) finishing positions (in class)

One out-of-region SCCA Vintage event may be used to substitute for, or in place of one Northwest Region Vintage event.

17. **PENALTIES:** Penalties will be in accordance with the current GCR and include but are not limited to the potential loss of Northwest Region SCCA Vintage Points.

18. **AWARDS:**

A. No event trophies for finishing positions will be awarded but flags maybe available for participants. This is Vintage Racing and not real car-to-car competition racing. If real competition is what you desire, there are other venues within SCCA.

B. Championship trophies will be presented at the Region’s annual banquet to the winners of each class in the group.

1) The NWR Vintage Championship shall consist of 4 races; all at the Ridge Motorsports Park. To be eligible for the championship you must compete in at least 75% of the races. There will be no substitutions allowed.

2) To qualify for a NWR Vintage award, the following conditions must be met.

   a) Drivers must be members of Northwest Region during the racing season and prior to accruing points (dual membership satisfies this requirement)
   b) Drivers must compete in 3 of 4 NWR Vintage events conducted in the same class. All regional races will be used for the championship.
   c) Northwest Region decals must be displayed on each side of the car as directed by Tech.