



ADOPTED FROM THE SPORTS CAR CLUB OF AMERICA, INC.'S (SCCA) GENERAL COMPETITION RULES (GCR) JANUARY 2021 EDITION FOR FORMULA VEE (FV) & F1200 RACING AND GENERAL RACING PROCEDURES WITH THEIR PERMISSION.

ALL GENERAL COMPETITION RULES INCLUDING SAFETY EQUIPMENT REGULATIONS FOR THE 2018 CHALLENGE CUP SERIES RACE SEASON WILL FOLLOW THE SCCA'S GCR JANUARY 2021 EDITION AS MODIFIED BELOW.

THE TECHNICAL SPECIFICATIONS FOR THE 2018 CHALLENGE CUP SERIES RACE SEASON WILL FOLLOW THE SCCA'S GCR JANUARY 2021 EDITION AS MODIFIED BELOW.

1.0 Registration & Supplemental Regulations – Page 2

1.1 Membership, Licensing, Driver requirements – Page 3

1.2 Penalties, Probation & Suspension – Page 4

1.3 Racing, Competition Rules – Page 7

1.4 Car & Driver Safety Equipment – Page 12

1.5 Formula Vee Specifications (Copied from SCCA GCR) – Page 14

1.6 Challenge Cup Series Rules (Specific to Series Eligibility) – Page 31

1.7 Breach of Rules – Page 32

1.8 Rules and Regulations Signature page – Page 32



1.0 REGISTRATION/ SUPPLEMENTAL REGULATIONS

1.0.1 *Event Registration*

- A.** Event registration will be available to all series members to access via the Challenge Cup Series website www.challengecupseries.com. The Challenge cup Series will notify all members via e-mail and social media sites when an event is open for registration. All Challenge Cup Series events will be managed by the Challenge Cup Series via www.motorpsportsreg.com
- B.** In the event a competitor must cancel his/her registration they should contact The Challenge Cup Series at info@challengecupseries.com & the event registrar if an SCCA sanctioned event.

1.0.2 *Event schedule*

- A.** The Challenge Cup Series is required to notify all series members regardless of registration status of the upcoming events weekend schedule at least one week prior to that scheduled event via the Challenge Cup Series website www.challengecupseries.com, e-mail and social media notifications.
- B.** Event schedules are set by the sanctioning body. The Challenge Cup Series and Members must abide by that schedule, if changes are made during an event The Challenge Cup Series will notify all competitors accordingly.

1.0.3 *Event Supplemental Regulations*

- A.** The Challenge Cup Series is required to notify all series members regardless of registration status of the upcoming Event Supplemental Regulations at least one week prior to that scheduled event via the Challenge Cup Series website www.challengecupseries.com, e-mail and social media notifications.
- B.** It is the responsibility of the competitor to read and fully understand the Event Supplemental Regulations. If the competitor has any questions regarding the given Event Supplemental Regulations, they should contact The Challenge Cup Series at info@challengecupseries.com & the event registrar if an SCCA sanctioned event.

1.0.4 *Event Payment*

- A.** The Challenge Cup Series will notify all members at the time an event is open for registration how payment for that event will be collected.
- B.** The Challenge Cup Series will collect all payments for all FRP sanctioned events prior to your first on track session (you will receive a separate wristband showing



payment has been made, competitors will not be permitted on course unless paid in full).

- C. Payment types – Cash or Check (when applicable) with all checks made payable to The Challenge Cup Series.

1.0.5 *Illegal Drug use & Alcohol consumption*

- A. The use of illegal drugs, including marijuana are prohibited during a Challenge Cup Series event. Consumption of alcoholic beverages shall not commence until all on track activities have been completed, including post-session technical inspections.
- B. Challenge Cup Series reserves the right, at any time, to require any participant too successfully Complete, at participant's expense, such tests as may be designated by Challenge Cup Series, including, but not limited to, breath, blood, or urine. Refusal to submit to, and/or failure by participant of, such testing shall result in penalties, and/or disqualification, and/or expulsion from the series.

1.0.6 *Hot pit attire*

- A. All personnel in the pit lane must be adequately attired, closed toe shoes, long pants, (shorts are allowed at the discretion of the RACE DIRECTOR) and sleeved shirts, always during practice, qualifying, and the race.

1.1 MEMBERSHIP/LICENSING/DRIVER REQUIREMENTS

1.1.1 Membership

- A. The Challenge Cup Series is a private, not for profit organization, and it reserves the right to deny any competitor, or to revoke any previously issued competitor participation, for any reason or no reason, except that The Challenge Cup Series will not deny or revoke a competitors right to participate in an event solely on the basis of race, creed, color, sex, or nationality.
- B. A participant registered for an event must be current with his/her Challenge Cup Series membership and have his/her current SCCA, CASC, FRP Competition license in his/her possession at all race events.



1.1.2 Licensing

- A. Presenting a License; when requested any Challenge Cup Series Competitor (if Entrant Licenses are required), or crew must show his license to a series or race official.

1.1.3 Drivers Requirements

- A. Drivers may be required to attend autograph sessions and/or interviews if notified. Crew chiefs, team managers, and entrants may also be required to attend interview sessions if notified.

1.1.4 Drivers meetings

- A. At every event, the RACE DIRECTOR & CHIEF STEWARD will conduct meetings and/or prepare written handouts briefing all on the rules governing the competition, and specifically, any new rules, regulations, or operations pertaining to the competition. This may be a single meeting, or multiple meetings.
- B. The CHIEF STEWARD may declare specific meeting(s) to be MANDATORY for drivers.
- C. Failure of any driver to attend, or arriving late to, a MANDATORY meeting may result in a fine of up to but not exceeding (\$150.00) USD.
- D. All meetings will be announced 15-30 minutes prior or in the race weekend supplemental regulations distributed by the Challenge Cup Series.
- E. Failure to attend these meetings shall negate any protest, or action, by the entrant, or driver, regarding any penalties that may be assessed during the competition for an infraction of a rule that was the subject of discussion during the meeting that was missed.

1.2 Penalties/Probation/Suspension

1.2.1 Penalties

- A. Reprimand (Written) a written reprimand may be imposed by the CHIEF STEWARD, or other Challenge Cup Officials through the CHIEF STEWARD. A reprimand against a licensed driver shall be noted in his or her Challenge Cup Series license file, as will be any or all of the following penalties, Including fines and/or loss of prize money.
- B. A fine up to \$1,500.00 USD may be imposed by Challenge Cup Series Officials against any entrant, driver, or participant for conduct detrimental to Challenge Cup Series, SCCA, FRP, USAC, or either Organization's Clients, Sponsors, or Partners. ADDITIONALLY, additional fines may be imposed by Challenge Cup Series for the



same offense if deemed necessary. If so fined, a driver's competition privileges are automatically under suspension, and shall remain under suspension until payment of each or all fines are received. If unable to pay the full amount of a fine prior to the next event, a driver's competition license(s) will be voided within the Challenge Cup Series.

- C.** Should the CHIEF OF TECH make a determination that a breach of the technical rules is the entrant's responsibility, and not the drivers, the entrant must pay all fines associated with the technical infraction or be suspended from future competition until the fine is paid in full. This suspension includes all team cars, not just the one involved in the infraction.
- D.** All fines, and forfeited protest fees, shall be remitted to Challenge Cup Series.
- E.** In addition to possible fines, additional penalties including the loss of, series points, track time or suspension of Challenge Cup Series Competition license may occur.
- F.** Time or Position: Time or Position penalties may be imposed by the CHIEF STEWARD either during or post session.
- G.** The CHIEF STEWARD may, during a competition, summon a car to pit lane for an infraction to be held in the penalty box for a period of time AT THE DISCRETION OF THE CHIEF STEWARD. Such penalties shall be served under green course conditions, unless the car is already serving the penalty when the yellow comes out. Following a caution period, the penalized car must receive the green flag on course before entering pit lane.
- H.** The following penalties will be assessed for causing delay or stoppage of a practice and or qualifying session. Penalties are based on the severity of incident and at the sole discretion of the CHIEF STEWARD.
- I.** During Practice Session— Loss of 5 minutes of next session
- J.** During Practice Session— Loss of best two qualifying laps
- K.** *During Qualifying Session — Loss of two Grid Positions for a single race.*
- L.** *During Qualifying Session— Loss of best two qualifying laps for all races remaining during the event weekend.*
- M.** Laps: Contestants may be penalized one, or more laps by the CHIEF STEWARD.
- N.** Disqualification from Competition - Disqualification from competition may be imposed by the CHIEF STEWARD, on an entrant, driver, or car.
- O.** Any entrant or driver who is disqualified in any competition shall automatically forfeit all rights to awards in that competition.



1.2.2 PROBATION

- A.** The terms of probation shall be in writing and signed by the CHIEF STEWARD. A copy shall be given to the driver, or entrant, or other person penalized; a copy shall be kept on file with the Challenge Cup Series and may be sent to other sanctioning organizations if deemed necessary.
- B.** The notice and terms of probation provided for in the paragraph above shall be sent to other racing organizations within seven (7) days after probation has been imposed. Upon the termination of probation, the CHIEF STEWARD (or his designee) shall send a copy of the termination of probation to organizing bodies. Probation will be recorded in the driver's file and may be sent to other sanctioning organizations.

1.2.3 *SUSPENSION OF CHALLENGE CUP SERIES COMPETITION PRIVILEGE*

- A.** Suspension of Challenge Cup Series competition privileges may be imposed by the CHIEF STEWARD. Maximum of twelve (12) months may be imposed. Delay in handing in a license as directed shall automatically result in the extension of the suspension by a period equal to the delay.
- B.** When a penalty of suspension is levied by the CHIEF STEWARD, the penalized driver must immediately surrender his competition license(s) to the CHIEF STEWARD as directed.
- C.** Loss of points, loss of some or all event points and/or accrued points may be imposed by the CHIEF STEWARD. The RACE DIRECTOR or CHIEF Steward may impose expulsion from Challenge Cup Series.
- D.** Consecutive penalties may be imposed (e.g., two 30-day suspensions resulting in a total suspension of 60 days).
- E.** Combinations of penalties may be assessed (e.g., a fine and a time penalty, etc.).
- F.** Amendment of placing awards in those cases where a penalty of disqualification is imposed, the CHIEF STEWARD, may declare the resulting amendment to the placing and awards, and may decide if the next competitor in order shall be advanced and may see that awards presented are consistent with the revised finishing order.
- G.** Publication of Penalty, The Challenge Cup Series shall have the right to publicize that it has penalized any person, organization, or car, and the reasons, therefore. The persons, or body referred to in the notice shall have no right of action against Challenge Cup Series, or against any person publishing such notice.



1.3 RACING & COMPETITION RULES

1.3.1 RACING ROOM

- A.** All competitors have a right to “racing room” on the marked racing surface. “Racing room” is defined as sufficient space to allow a competitor to maintain control of his car in close quarters under racing conditions.
- B.** GCR Appendix P contains the Racing Room and Passing Guidelines which further define the intent of this GCR Section. PDF can also be found at <https://challengecupseries.com/about/#rules>.
- C.** On Course Driver Conduct
- D.** Drivers are responsible to avoid physical contact between cars on the racetrack.
- E.** Each competitor has a right to racing room, which is generally defined as sufficient space on the marked racing surface that under racing conditions, a driver can maintain control of his car in close quarters.
- F.** Drivers must respect the right of other competitors to racing room. Drivers are entitled to one safe protective move. Once the one safe move is made, any abrupt changes in direction that impede or affect the path of another car attempting to overtake or pass may be interpreted as an effort to deprive a fellow competitor of the right to racing room. Attempting to overtake or pass may be interpreted as an effort to deprive a fellow competitor of the right to racing room.
- G.** The overtaking driver is responsible for the decision to pass another car and to accomplish it safely. The overtaken driver is responsible to be aware that he is being passed and not to impede or block the overtaking car. A driver who does not use his rear-view mirror or who appears to be blocking another car attempting to pass may be black flagged and/or penalized, as specified in Section 7.
- H.** If a driver is involved in significant body contact, the driver and car shall stop at the designated incident investigation site for review of the incident by the stewards before going to their paddock area. The designated incident investigation site shall be identified in the Supplemental Regulations and/or a 6. Racing Rules and Procedures GCR - 59 written driver’s meeting. “Significant body contact” includes but is not limited to: contact resulting in 2 or 4 wheels off course, spins, loss of position, or repairs to suspension or bodywork.

1.3.2 SAFE PASS

- A.** The responsibility for the decision to pass another car rest with the overtaking driver, and according to the circumstances, may be carried out on either the right or the left. However, this will not relieve the overtaken driver from the responsibility for the safe passing of the other car.



1.3.3 **BLOCKING**

- A.** The overtaken driver shall not block. Any driver who fails to make use of his/her mirrors, or who appear to be intentionally blocking another car seeking to pass, may be black flagged and subject to a fine and/or penalty.
- B.** A driver is prohibited from moving in response or reaction to an approaching competitor.
- C.** A driver may use the full width of the track to establish his/her position but in doing so, shall not impede or prevent the progress of an overtaking competitor.
- D.** Deliberate crowding of a car is strictly prohibited.
- E.** Once entering the braking zone, the primary responsibility for successful completion of a pass resides with the overtaking car.

1.3.4 **RAIN RACING PROCEDURE**






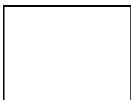
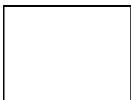

- A.** The CHIEF STEWARD **will not** designate any session as a “rain session”.

1.3.5 **RESTARTS**






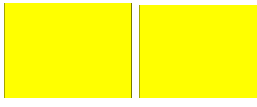
- A.** The Safety Car will remain on the circuit as long as deemed necessary by the CHIEF STEWARD and will remain under his control at all times. If possible, on the lap preceding the restart, the Safety Car will extinguish its flashing lights, to advise the drivers of its imminent withdrawal from the circuit. It will then exit the course preceding the display of the green flag at the start/finish line.
- B.** Restarts are single file; cars out of line, or passing before the green flag has been displayed, may be penalized. Prior to the Safety Car leaving the track, the lead car may not slow down to create a gap. Once the Safety Car leaves the track, the lead car will continue the pace set by the pace car until the green flag is displayed at the start/finish line. Accelerating, or decelerating, abruptly by the lead car is prohibited and all other cars shall maintain their relative positions.
- C.** All cars must maintain the speed set by the pace car. If a competitor’s car cannot do so, the competitor cannot impede fellow competitors and shall move off line, raise arm and allow the impacted competitors to proceed forward. It is then the driver’s responsibility to get their vehicle to a safe and secure location i.e. pit lane or well of track near corner station if possible.



1.3.6 FLAGS


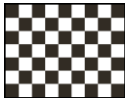
- A.  **GREEN** The course is clear and the session is under way. When displayed by the starter, signals the beginning or resumption of a session
- B.   **BLACK & WHITE DIVIDED DIAGONALLY** Competitor warning displayed with number board. Shown at start/finish. Use proper driving conduct.
- C.  **BLUE WITH YELLOW DIAGONAL OR SOLID BLUE** Warns competitors that faster cars are approaching, or a following car may be in their Blind spot. Use caution and sportsmanship, allow racing room and do not make abrupt changes in direction.
- D.  **YELLOW WITH RED STRIPES** Caution, the racing surface may be affected by fluid or debris.
- E.  **WHITE** Caution, you are approaching a slow-moving vehicle i.e. emergency vehicle or slow-moving competitor.
- F.  **WHITE WAVED AT START/FINISH** Indicates the last lap of a competition.
- G.  **Black Flag AllA** Black Flag is displayed at all stations, indicates that all competitors must return To the pits in an orderly, controlled fashion — no passing is allowed.



- H.   **Black Flag with Number Board** A Black Flag is shown with competitors number from start/finish and designated Station on the circuit. Summons competitor to officials in pit lane for consultation and/or penalty. Competitor to comply on the next approach to pit entry
- I.  **YELLOW** Any YELLOW flag denotes a “no passing” zone. This zone starts at a perpendicular Line across the track from the flag and ends at a perpendicular line across the track from the last component of the incident causing the yellow flag. The last component May be the car, driver, responding officials, other vehicles, and/or large debris. Racing resumes after the incident.
- J.  **YELLOW, STANDING (STATIONARY)** Use caution, however the incident is (should be) off the racing surface. There may Be danger to you if you leave the racing surface. Have your car under complete control. Go through the no passing zone in single file. **Expect a penalty if you Lose control in the no passing zone, or if you are determined to have passed another car in the zone.**
- K.  **YELLOW, WAVING** Use extreme caution. You are approaching an incident that has all or a portion of the racing surface blocked. You may have to change your line. You must be pre-pared to stop. Have your car under complete control. Go through the no passing Zone in single file. **Expect a penalty if you lose control in the no passing zone, or if you are determined to have passed another car in the zone.**
- L. **NOTE:** You may encounter several yellow flags prior to reaching the incident. Passing is not permitted between the first yellow flag and the incident that caused the yellow flag. See the definition of the no passing zone above.
- M.  **YELLOW, DOUBLE** The flags will be displayed at all stations. Full course caution, slow down, use caution, No passing anywhere on the circuit. This may be used with or without a safety Car. However, in nearly all cases a safety



car will be used. Gather in single file behind the safety car or the leader and prepare for a restart. The course remains under the full-course yellow condition until a green flag is displayed at start/finish.

- N.**  **RED** The session has been stopped. Use caution, be prepared to stop, and proceed immediately to pit lane. Be prepared to encounter complete track blockage; if so park as far to the side of the track as possible and proceed to the pits only when directed. Overtaking is not permitted. Upon entering the pits, cars shall line up in the Fast Lane in the order they entered pit lane.
- O.** The CHIEF STEWARD has the option to reorder to last scored lap. During a RACE, ONLY the following work is allowed under a Red Flag, except as Otherwise directed by the CHIEF STEWARD.
- P.** Any control / switch that can be manipulated by the driver in the normal seating position is allowed.
- Q.** The only actions that can be performed by anyone other than the driver are:
- R.** Switching off the master switch
- S.** Plugging in a jumper battery
- T.** Turning off/on a video recorder
- U.** Replacing/Cleaning the visor and/or taking off/replacing visor tear offs.
- V.** Drink Bottles are allowed to be handed to drivers
- W.** **NOTE:** If the driver exits the car for personal reasons, he may be assisted in re-entering the car by buckling and tightening belts. If a car needs repair work, that information should be communicated to a Series Official. The car will then be removed from the lineup and placed in its pit box. Work may only be performed on a car if it is In its assigned pit box. Any work performed on the car by driver or crew, will result in that car relinquishing its position, and will restart the race from the rear of the field.
- X.**  **BLACK & WHITE CHECKERED** Signals the completion of practice, qualifying or race. All cars shall exit the course once they have passed start/finish and received the checkered flag.



1.4 CAR & DRIVER SAFETY EQUIPMENT

1.4.1 Driver restraint systems

- A. Driver restraint systems shall meet one of the following: SFI specification 16.1, 16.5, or FIA specification 8853/98, 8853-2016 or 8854/98.
- B. Restraint systems meeting SFI 16.1 or 16.5 shall bear a dated SFI Spec label. The certification indicated by this label shall expire on December 31st of the 5th year after the date of manufacture as indicated by the label. If for example the manufacture date is 2014 the fifth year after the date of manufacture is 2019 SFI labels, with expiration dates, expire on December 31st of the labeled expiration date.
- C. Restraint systems homologated to FIA specification 8853/98 and 8854/98 will have a label containing the type of harness designation ('C-###.T/98 or D-###.T/98) and date of expiration which is the last day of the year marked. All straps in this FIA restraint system will have these labels.
- D. If a restraint system has more than one type of certification label, the label with the latest expiration may be used.

1.4.2 FIRE SYSTEM

- A. It is recommended that all other cars employ onboard fire systems that meet the following requirements.
- B. **All cars shall be equipped with an On-Board Fire System.**
- C. On-Board Fire System Requirements Cars registered after 1/1/09 shall comply with the following onboard fire system requirements: • Systems certified to SFI specification 17.1, or • Those listed by the FIA on Technical List No. 16
- D. The following information must be visible of the unit:
- E. Certification label
- F. Capacity
- G. Type of extinguishing agent
- H. Weight, or volume, of the extinguishing agent
- I. The following is acceptable for cars registered before 1/1/09: On-board fire systems shall use Halon 1301 or 1211, with a five-pound minimum capacity (by weight). Alternatively, on-board fire systems may use AFFF or equivalent surfactant foam material, 2.25-liter minimum capacity (by volume). All AFFF fire system bottles, except non-pressurized AFFF systems with CO2 propellant, shall incorporate a functional pressure gauge and shall be marked with the manufacturer's recommended "filled weight." CO2 cartridge propellant fire extinguishing systems are permitted provided that the seal of the manufacturer



specified CO2 cartridge is not punctured and the fire bottle is equal to the weight specified by the system manufacturer. Cars shall meet the following regardless of registration date:

- J.** 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 9. Cars and Equipment GCR - 74 shown on the cylinder. (Weight is without valve assembly.)
- K.** Manual or automatic release is allowed. The release mechanism shall be within reach of the driver when belted in the car.
- L.** All on-board fire systems shall be identified with a circle “E” decal. The “E” decal shall be located on the outside bodywork as near to the release location as possible.
- M.** There shall be a minimum of two nozzle locations—one in the driver’s compartment and one in either the engine area or the fuel cell area. The nozzles shall be suitable for the type of extinguishing agent used.
- N.** The firing safety pin(s) shall be removed from all on-board fire systems prior to going on track. It is recommended that a warning tag be attached to the safety pin to remind the driver to remove the safety pin before entering the racing surface.
- O.** All fire systems shall be serviced according to manufacturer’s specifications.

1.4.3 Required “Driver” Safety Equipment

- A.** The following required equipment shall be in good condition and free of defects, holes, cracks, frays, etc. Driving suits that effectively cover the body from the neck to the ankles and wrists. One piece suits are highly recommended. All suits shall bear an SFI 3.2A/1, SFI 3.4 or higher certification label or FIA 1986 Standard or FIA Standard 8856-2000 homologation label. Underwear of fire resistant material shall be used, but is optional with suits carrying an FIA Standard 1986 Standard or FIA Standard 8856-2000 label or SFI 3-2A/5 or higher (e.g., /10, /15, /20) certification label.
- B.** Crash helmets approved by the Snell Foundation with Snell sticker 2010 or later Special Application SA2010/SAH2010, or SA2015/SAH2015, or by the SFI with a SFI Sticker SFI 31.1/2010 or newer, or by the FIA standard 8859-2018 or FIA 8860-2004 or newer. **SFI labeled helmets must have a year printed on the label to be valid.** Each driver’s helmet shall be labeled with a minimum of the driver’s name. Crash helmets with SA2010/ 9. Cars and Equipment GCR – 79 SAH2010 certification will remain valid until December 31, 2021. The use of a head and neck restraint system that has been certified in accordance with SFI 38.1 or FIA 8858-2002 or 8858- 2010 is required; an SFI 38.1 or FIA 8858-2002 or 8858-2010 label must be properly affixed to the device. 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.

- C.** Gloves made of leather and/or accepted fire-resistant material containing no holes.
- D.** Socks made of accepted fire-resistant material.
- E.** 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.
- F.** Goggles or face shields, preferably made of new impact resistant materials, for drivers of open cars.
- G.** A driver's restraint system meeting standards (See section 9.1 Driver's Restraint System) shall be used always while on the track.
- H.** Shoes, with uppers of leather and/or nonflammable material that at a minimum cover the instep. Ventilation pinholes by the manufacturer are allowed.

1.5 Formula Vee (FV) Specifications

1.5.1 FORMULA VEE PREPARATION RULES

1.5.1.1 Background - History and philosophy of the class Formula Vee (FV) was recognized by SCCA in 1963. The class is highly restricted, originally requiring the use of genuine VW parts "from the Standard Volkswagen 1200 Sedan Series type 1, US model sedan as Imported by VW" in the engine, drivetrain and suspension. Over the Years, the rules have changed slowly to maintain parts availability and allow a gradual evolution of the class. However, the focus remains the same: to provide a cost effective, highly competitive class that, through consistent and tightly controlled component and preparation Rules, emphasizes driver ability rather than technological development of the car. Today, as throughout its long history, FV is one of the most highly subscribed classes in SCCA. The goal of these rules is to maintain both the competitiveness and cost effectiveness of the class.

1.5.1.2 Definition - A formula for single seat, open wheel racing cars based on standard Volkswagen 1200 series Type 1, U.S. model sedan (imported by VW) Components, and restrictive in specifications so as to emphasize driver Ability and preparation rather than design and technology of the car.



- 1.5.1.3 Formula Vee is a **Restricted Class**. Therefore, any allowable modification, changes, or additions are as stated herein. There are no exceptions. **IF IN DOUBT, DON'T**. Homologation is required for all cars registered after January 1, 1983.
- 1.5.1.4 No component of the engine, power train, front suspension and brakes shall be altered, modified, or substituted unless specifically authorized. Mass-produced, direct replacement components may be substituted for the following as long as they are of the same material and dimensionally identical to the original VW components they replace:
- A. VW transmission components
 - B. Rear axle components
 - C. Front suspension
 - D. Brake components
- 1.5.1.5 These replacement parts must be generally available to all competitors and must offer no competitive advantage over the original VW parts. Replacement engine components are allowed as described in section C.5.
- 1.5.1.6 Any external surface of the suspension, brakes, and transmission/ rear axle may be painted, plated, or anodized.
- 1.5.1.7 Engine components shall be assembled in standard configuration. Exceeding the wear limits specified in the VW manual or other official VW guides is allowed provided that tolerances, dimensions, and specifications stated in the GCR are met.

1.5.2 Suspension

- A. The front suspension and steering shall be standard VW Sedan as Defined herein, or an exact replica of the same material and dimension.
- B. Removal or modification of spring packs including the use of ride height adjusters incorporated into the front beam provided they are not adjustable from the cockpit. At least one spring pack shall be retained as the primary spring media for the front suspension.
- C. The use of any anti sway bar(s), mounting hardware, and trailing arm locating spacers.
- D. The use of any direct acting, tube type shock absorber(s) mounted in a longitudinal, vertical plane and acting through the standard mounting points. Spring shocks and linkage activated shocks are prohibited.



- E.** Relocation of the steering gearbox to any position utilizing an appropriate mounting structure and replacements of the tie rods. Steering damper mount and/or the steering box locating bumps may be removed.
- F.** Any desired pitman arm may be used.
- G.** Steering column may be altered or replaced, and any steering wheel may be used.
- H.** Standard steering arms may be altered or replaced, and speedometer cable hole may be plugged. No other modification of the wheel spindle is permitted. Non-VW replacement spindles shall maintain the same bearing dimensions and locations and shall maintain the geometric relationship between the spindle and the king pin bore and boss.
- I.** Wheel tethers are recommended. If wheel tethers are used, a hole may be drilled in the spindle for the purpose of attachment.
- J.** The rubber portion of the bump stop and any portion or all of the bump stop horn may be removed up to its base at the beam upright.
- K.** Caster, camber, and toe in/out settings are unrestricted. Offset link pin suspension bushings and alternate locating spacers are permitted. Shims/spacers used solely for camber adjustment are open. Clearance of the link pin carrier and/or trailing arms to eliminate binding is permitted. No other modifications to the link pin carrier are permitted.
- L.** No structure, item, or component (including the battery) other than bodywork, can protrude further forward than ten (10) inches from the front of the lower axle beam tube. Any item protruding further than eight (8) inches must include a vertical safety plate. This plate must be constructed of no less than .060" 6061-T-6 aluminum or no less than 16-gauge steel. The plate shall have a minimum frontal surface area of 42 square inches and shall have a height of not less than four (4) inches and a width of not less than six (6) inches. The plate may have no more than ½ inch curvature or deflection from the Vertical plane and shall be attached to the chassis (frame) at all four corners. The lower braces shall not exceed a 15-degree upward angle when measured from the horizontal plane of the lower frame tubes.
- M.** If a vented lead acid battery is mounted in front of the axle beam, it shall be encased in a marine-type container.
- N.** It is recommended that the front area of the nose be filled with foam to aid in impact absorption.
- O.** Alternate spindle from cip1.com part number C26-412-020 and alternate spindle carrier C26-412-025 are allowed.
- P.** The rear axle assembly shall be standard VW sedan as defined herein with axle location provided by a single locating arm on each axle.
- Q.** The rear axle tube may be rotated about its axis.
- R.** Coil spring(s) shall provide the primary springing medium, with telescopic shock absorber(s) mounted inside the spring(s). Cables, straps, or other positive stops



may be used to limit positive camber. An anti-roll bar or camber control device may also be used. When said anti roll bar or camber control device is removed, the required coil springs shall continue to perform functionally.

- S. The shock absorber mounts may be modified.

1.5.3 Brakes

1.5.3.1 Specifications

- A. Brake drums, backing plates, and wheel cylinders shall be standard VW Sedan as defined herein, or an exact replica of the same material and dimensionally identical. Ribbed type rear drums (VW Part # N113-501 615 D or ICP Part # 113 501 615 D) may be used in Place of the 1200 series rear brake drums. Rear backing plates may be from any Type 1 model year.
- B. These cars shall be equipped with a dual braking system operated by a single control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least two wheels. Any master cylinder(s) may be used.
- C. A separate hand brake (emergency brake) is not required. Removal of the hand brake and operating mechanism is permitted.
- D. Front and/or rear brake drums and backing plate assemblies may be replaced with a disc brake conversion assembly as an option. The front spindle/steering knuckle, rear axle, axle tube, bearing housing and bearing retainer/seal assembly must remain per GCR part 9.1.1. A spacer plate or a portion of the rear caliper support may be fitted beneath the bearing retainer to replace the backing plate dimension. Any ferrous alloy, unvented rotor may be used, but must have a maximum diameter of 11.75 in. and a minimum thickness of 0.20 in. The otherwise smooth rotor may have a maximum of three pad cleaning grooves per side. Any ferrous or aluminum alloy caliper and caliper support may be used. The caliper must have no more than four pistons and weigh a minimum of 1.65 lbs. Brake pads are free. Any hub assembly may be used as long as it can be fitted with part 9.1.1. wheels. The required minimum weight for the complete disc brake assembly is 16.5 lbs. Assembly includes the following: hub assembly; rotor hat; disc - the disc may be in two pieces; any hat-to-disc mounting hardware; calipers; bearings, for the front; pads; caliper bracket; assembly hardware, not including the brake assembly to spindle hardware for the front or brake assembly to axle housing for the rear; lugs or studs with nuts.



1.5.4 Engine

- 1.5.4.1 The engine shall be a standard VW power plant, as normally fitted To VW sedans as defined herein. Any engine part(s), listed by the Manufacturer (VW) as a current, superseding, replacement part for The standard VW 1200 series, Type 1, U.S. model sedan and interchangeable with the original part(s), may be used. Turbocharging is not permitted.
- 1.5.4.2 The engine/transmission shall be mounted in the chassis with the transmission to the rear.
- 1.5.4.3 The following component parts may be replaced with that of other manufacture, provided said part is of the same material, is dimensionally identical, and meets all other tolerances and specifications stated in the GCR.
- A. Engine Case – Type I or Type III style single or dual relief cases only
 - B. Cylinder Head
 - C. Cylinders (an O ring for centering is permitted).
 - D. Pistons and wrist pins minimum combined weight without clips or piston rings = 330.0 grams.
 - E. Piston material shall be cast aluminum with steel inserts.
 - F. Maximum distance from bottom of wrist pin bore to top of #1 (top) compression ring groove: 1.655 inches (20 mm Wrist pin bore assumed).
 - G. Width of #1 and #2 (compression) ring grooves: .100+.003 inches or -.023 inches (2.0-2.5mm nominal).
 - H. Width of #3 (oil) ring groove: .158 +/- .003 inches (4.0mm nominal).
 - I. Wrist pin offset from centerline: .059 +/- .005 inches.
 - J. Eccentricity of piston below the oil ring groove: .012 +/- .008 inches. Eccentricity shall be defined as the difference between the largest diameter and smallest diameter Measured at the same distance from the crown of the piston and below the oil ring groove.
 - K. Cam followers' Minimum weight = 60.0 grams
 - L. Connecting rods with bolts and small end bushing minimum weight = 425.0 grams.
Crower part #SP93280B is allowed as a direct replacement connecting rod but must meet the same minimum weight requirement as the OEM part.
 - M. Oil pump exact replica of any standard VW oil pump
 - N. Distributor
 - O. Ignition points or drop-in ignition triggering module (e.g., Petronas)
 - P. Distributor cap



- Q.** Fuel pump any standard type VW fuel pump which can be fitted without modification of any other part
- R.** Crankshaft minimum weight sixteen (16) lbs.
- S.** Crankshaft gear
- T.** Flywheel minimum weight twelve (12) lbs.
- U.** Pressure plate, or alternate SACHS 211 141 025 DAM press- sure plate
- V.** Clutch disc – 180mm nominal diameter only
- W.** Throw out bearing.
- X.** Push rods.
- Y.** Push rod tubes.

1.5.4.4 Allowed Modifications

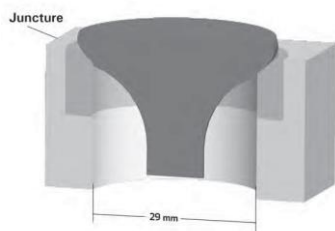
- A.** Replacement of standard exhaust system with any exhaust system terminating one (1) to three (3) inches behind the rear- most part of the body.
- B.** Lightening of the flywheel to a minimum of twelve (12) lbs.
- C.** Balancing of all moving parts of the engine, provided such balancing does not remove more material than is necessary to achieve the balance except on those component parts where weights are specified.
- D.** The crankshaft may be ground, and the case may be machined to accommodate the use of standard factory oversize/under- size crankshaft bearings, provided the crankshaft location is not changed.
- E.** Where minimum weights are specified, any lightening is permits- sable provided the original part complied with the dimensional restrictions set forth.

1.5.4.5 The following standard dimensions and tolerances of engine components are included as information and shall be observed:

- A.** Maximum bore: 3.040 inches
- B.** Stroke: 2.520 inches +/- 0.005 inch.
- C.** Minimum capacity of combustion chamber in head: 43.0cc (Polishing and/or tooling is prohibited.)
- D.** Minimum depth, top of cylinder barrel to top of piston: 0.039 inch.
- E.** The above dimensions may be achieved by machining any previously machined surface, provided that the total surface is machined on the same plane as the previously machined surface. The above dimensions shall be the average of all four (4) cylinders.
- F.** Complete or partial removal of any cooling duct component. Removal of the fan and the fan housing. Fan belt origin is unreal-Stricter. The use of a fan belt is optional.



- G.** Installation of a spark plug whole repair utilizing standard thread repair methods, such as Helicoid or welding and rethreading is permitted providing that the spark plug centerline is not changed.
- H.** The original size and shape of the combustion chamber must be maintained.
- I.** Polishing of the intake and exhaust ports, provided such polishing does not enlarge the intake port beyond 29mm (1.142") inside diameter and the exhaust port beyond 33mm (1.299") inside diameter. The measurements are to be taken at the juncture of the seat insert and the aluminum port material, and at the manifold face. Valve seat angles shall be machined as specified in the official VW Workshop Manual.



- J.**
- K.** Replacement of intake and exhaust valve seats is allowed for the purpose of repair only. Valve Seats may not be moved from their original position. Welding is allowed to facilitate repair and installation of replacement seats. The original size and shape of the combustion chamber must be maintained. Installed seats may neither be proud or recessed of the combustion chamber surface.

Seat Dimensions				
	VW O.D. (inches)	Max O.D. (inches)	Max I.D. (inches)	Max Depth (inches)
Intake	1.385	1.445	1.142	0.375
Exhaust	1.265	1.315	1.299	0.375

- L.**
- M.** Inside diameter of intake seat shall be 1.142" at the juncture of the seat to the aluminum on original seats. A depth of 0.340" from the combustion chamber on replacement seats. This is to allow blending of the seat to the port. Valve seat angles may not be larger than the outer diameter of the original VW seat (1.385" intake, 1.265" exhaust).

- 1.5.4.6 The following standard dimensions are included for information only and must be observed:
- A.** Exhaust valve diameter: 1.102 or 1.18 inches
 - B.** Intake valve diameter: 1.18 or 1.24 inches
 - C.** Profiling of valves is not permitted.
 - D.** Alternate exhaust valves are allowed provided the dimensions and materials are the same as standard (VW) exhaust valves.



- E.** In addition to the original VW manufactured valve, any mass produced, replacement intake valve may be used provided the material, profile, and finish remain essentially identical to Edge of the valve seat. The valve must also meet the following dimensions:

stem diameter	0.305 inches <u>minimum, measured</u> just below the keeper grooves
head diameter	1.24 <u>nches</u> maximum
Length	4.450 <u>ches</u> maximum
valve face width	0.90 <u>ches</u>
<u>distance from</u> combustion chamber face to seat surface (including any chamfer at valve head)	0.20 - 0.090 inches
stem diameter <u>within 1.25</u> inches of the head of the valve	0.293 inches minimum

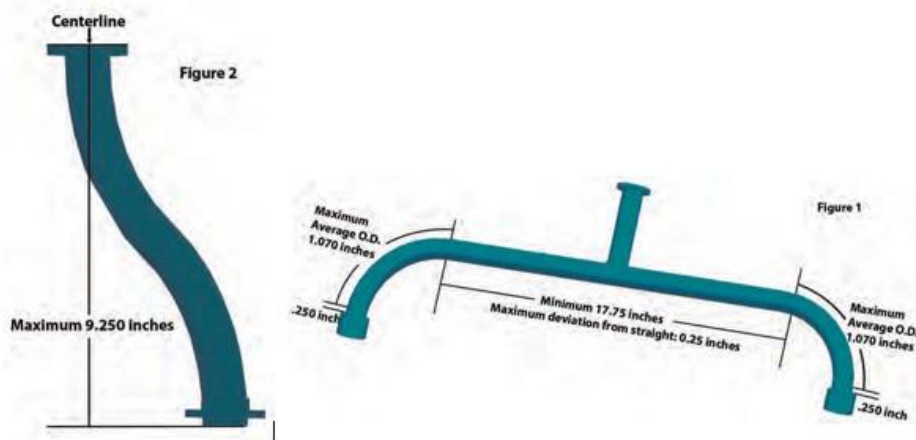
- F.**
- G.** Valve springs are unrestricted providing: No more than one spring shall be used per valve.
- H.** Any steel spring cap and retainers may be used.
- I.** Spring shall be made of steel.
- J.** Valve spring shims may be used.
- K.** Rocker arms may be lightened to a minimum weight of 80.0 grams. VW parts must be used, from 1200, 1300, 1500 or 1600 Type 1 engines; 1:1 or 1.1:1 ratios only.
- L.** Rocker arm shafts may be modified or replaced by those of other manufacture, including shafts that replace the stock clips with a solid center spacer and bolt on end caps/washers. Wave type spacer washers may be replaced by solid steel type flat washers.
- M.** The rocker arm shaft assembly may be shimmed out on the cylinder head mounting studs by placing appropriate shims between the cylinder head mounting boss and the blocks on the rocker arm shaft assembly.
- N.** Valve covers are unrestricted and may be bolted on.
- O.** Fitting of any standard Solex 28 PCI or 28 PICT carburetor and any jets and emulsion tube may be used. Any venturi of standard VW/Solex dimensions may be fitted without alteration to the carburetor body. The venturi shall be fitted in the standard position, but its internal diameter may be machined. The carburetor may be rotated 180 degrees about its vertical axis. Modification of the float is allowed as long as no change is made to the float chamber and/or float valve.
- P.** The carburetor must remain untouched with the following exceptions:
- Q.** No material shall be added.
- R.** Bead blasting is permitted for cleaning only.



- S.** Throttle shaft shall be a minimum of 0.185" with throttle plate installed. Machined sides shall remain flat and parallel with no chamfering or radiusing.
- T.** Throttle Plate shall be a minimum of 0.053", flat and parallel with no chamfering or radiusing. Diameter shall be a minimum of 1.095 inches.
- U.** Carburetor Top the junction of the bowl and bore may be radiused. The bore beneath the radius shall be a maximum of 1.120 inches. Accelerator pump boss shall remain rig- final. The orifice in the base of the accelerator pump boss shall not allow a #56 (0.046 in.) drill bit to pass through (maximum hole diameter shall be less than 0.046 in.).
- V.** Carburetor Body the removal of mold flashing from cast surfaces, including the emulsion tube carrier (holder), is permitted, but no additional material is to be removed. The emulsion tube carrier (holder) must not be otherwise modified. Bore diameter from throttle shaft down shall not exceed 1.110 inches.
- W.** Carburetor air cleaner and choke mechanism may be removed. Choke shaft holes may be plugged. Plugs may not protrude into the choke bowl.
- X.** US imported VW Type 1; 1200 sedan manifold must be used. The manifold heat riser tube and heat sink shall be removed. Removal of metal from the interior of the intake manifold and the interior rust-proofed is permitted provided that the following dimensions are not exceeded.
- Y.** See Figures 1 and 2 at the end of this subsection for Applica- tion of certain measurements specified herein.
- Z.** Down Tube: The O.D. of the down tube shall be measured at two different locations within an area between 0.500" and 2.00" above the horizontal manifold tube. Each measurement shall be taken four times rotating around the circumference of the tube, and averaged.
- AA.** The averaged O.D. of the down tube shall not exceed 1.140 inches. Removing material from the outside of the manifold to achieve the legal dimension is not permitted. Removal of the manifold down tube from the horizontal tube is prohibit- tied. The original factory furnace bronze attaching process and original factory bronze repair material MAY be visible, inside and outside the manifold.
- BB.** Horizontal tube: The O.D. Of the horizontal tube shall be measured at four different locations on each side of the down tube. The area to be measured on each side of the down tube is defined as being between the bend and a point that is 1.500" from the center of the down tube connection. Each measure- mint will be taken four (4) times, rotating around the circus- ferrous of the tube, and averaged. The averaged horizontal tube dimensions shall not exceed 0.994 inches. Removing material from the outside of the manifold to achieve the legal dimension is not permitted.
- CC.** The tubes making up the manifold must also meet the following requirements:



- DD.** The minimum bend-to-bend distance is 17.75 inches (Bend-to-bend distance is the distance between points along the horizontal tube where the .994-inch OD, as described above, is first exceeded).
- EE.** At no point in the bends of the horizontal tube may the average O.D. exceed 1.070 inches. Measurements will be taken four (4) Times rotating around the circumference of the tube and averaged.
- FF.** The maximum carburetor flange height is 9.25 inches (measured from the intake cylinder head sealing surface to the centerline of the top of the carburetor flange).
- GG.** The maximum deviation from straight along the 17.75-inch bend-to-bend section of the horizontal tube is 0.25 inches.



- HH.**
- II.** The finished, race prepared, manifold shall not weight less than 24 ounces. Intake manifolds may be repaired. Repaired manifolds shall start at 24 ounces BEFORE repair. The addition of excessive material to achieve the minimum weight is not permitted. Manifolds that have not been repaired shall retain the 1.070-inch averages from where the tube exits the 2-hole flange through the entire manifold bend. The area of the 0.250-inch dimension in Figure 1 above is considered to be the average length of the tube where most repairs have been Made. This area may vary slightly among manifolds; discern-Ton should be used by scrutinizers to determine if the repair is excessive. Inspection of the inside of the manifold in this area will aid in this determination. Enlarging the inside of the Manifold and attempting to hide it with repair material is not Permitted. The measurement averaging (in b.2 above) shall Manifold bend.
- JJ.** All exterior surfaces shall be in original condition. Bead blasting is permitted for cleaning only. Manifolds must remain unpainted with color but may have a thin, transparent coat of rust proofing material or clear coat type material applied. Removing material from the outside of the manifold to achieve the legal dimensions is not permitted.



- KK.** Matching of manifold flanges (to the ports) is permitted. Seal rings or “gaskets” of any type are acceptable if the bottom of the manifold flange is not raised above the cylinder head casting around the port opening. Removal of the main- fold flanges that connect the manifold to the cylinder head is prohibited. Factory “VW” casting marks surrounded by a circle and VW casting numbers shall be visible on the bottom side of the flanges, closest to the head. No repair material of any type shall be visible or cover these markings on the bottom of the flanges. Factory furnace Bronze and manifold repair material may be visible where the horizontal tube enters the top of the flange. The exterior dimensions of these flanges must not exceed 2.990” x 1.360”.
- LL.** Voltage regulator, generator, and/or generator stand may be removed.
- MM.** Fitting of any standard VW distributor (not restricted to 1200, series) may be used. Use of any standard 6- or 12-volt non transistorized ignition coil is allowed. Coil mounting location is unrestricted.
- NN.** A VW “D” camshaft, Part Numbers 113 109 015D, 113 109 017D, 113 109 019D, 113 109 021D, 113 109 023D, 113 109 025D, 13 109 027D, or an exact replica of the same material and dimensionally identical shall be used. The maximum Lift at the valve spring collar with zero valve clearance is as follows:
- OO.** Intake .354” + 0.000”
- PP.** Exhaust .3365” + 0.000”
- QQ.** The camshaft profile shall match those which are specified by the official SCCA camshaft plots, plus or minus .002 inch. It is permitted to regrind the camshaft to duplicate the official SCCA profile. In so doing, the relationship between the centerlines of peak lift at the exhaust/intake lobes shall remain at 214 degrees fifteen (15) minutes, plus or minus 1degree. (Reference the Official SCCA Camshaft Checking Procedure). The camshaft timing may be changed in relationship to the crankshaft by utilizing an offset key at the crankshaft timing gear. The camshaft timing may also be changed in its relationship to the crankshaft by utilizing an adjustable cam gear that retains the existing helical gear thrust angle and that is statically adjustable only (e.g., no dynamic adjustment mechanisms that respond to engines speed changes) camshaft timing is unrestricted within the restrictions provided as authorized above. The camshaft profile shall be checked using the official procedure published by the SCCA.
- RR.** The crankcase may be machined to permit the use of standard VW camshaft bearing inserts, if camshaft location is not changed.
- SS.** Crankshaft pulley is unrestricted and may be fitted with an oil seal. The engine case may be machined to facilitate the installation of an oil seal.
- TT.** The installation of baffles housed completely within the original oil sump and crankcase.



- UU.** The use of any oil temperature indicating device. The oil pump cover may be modified or replaced.
- VV.** An oil sump extension may be fitted to the engine with a maximum internal volume not to exceed 1500cc. In operation, all movement of oil and crankcase air in and out of the extension shall be through the original oil strainer cover opening of the engine case. No additional openings in the extension are allowed above the plane of the oil strainer flange of the engine case. The oil pump pickup pipe may be extended into the sump extension. Any baffling is allowed within the extension and may extend between the engine case and the sump extension through the original oil strainer opening. Any sump may not extend below the frame rails of the chassis when viewed from the side. Accumulators (Accusump) may be fitted.
- WW.** Replacement of oil galley plugs with threaded plugs.
- XX.** A single standard automotive oil filter of not more than one-quart total capacity, and a suitable mounting bracket and by-pass valve may be installed. Modification to the lubrication system to facilitate installation of the oil filter is permitted. All components shall be contained within the body to the rear of the firewall.
- YY.** Any oil cooler is allowed. Oil coolers shall be mounted completely inside a plumb line extending downward from the outermost edge of the bodywork.
- ZZ.** An alternate oil pressure regulator spring and/or shims may be used.
- AAA.** The standard clutch operating arm may be modified to allow its attachment in any appropriate position. Dowel pinning of the clutch pressure plate to the flywheel is permitted.
- BBB.** The use of any starter is permitted provided it can be fitted without any modification to the engine/transmission.
- CCC.** ***A tapped hole for the installation of a Cylinder Head Temperature (CHT) sensor may be added to the cylinder head adjacent to the spark plug, provided that the tapped hole does not penetrate through the casting into the combustion chamber.***

1.5.5 Transmission/Rear Axle

- 1.5.5.1 The transmission/rear axle assembly shall be standard VW sedan, as defined herein.
 - A.** The synchromesh components shall be in place and operating on at least three gears.
 - B.** Reverse gear shall be operable from the driver's seat.
 - C.** Transmission shall not be installed in an inverted position.
 - D.** The differential cannot be modified in any way to limit its normal function. Torque biasing, limited slip, and locked differentials are prohibited.

1.5.5.2 Allowed modifications:



- A.** Installation of any standard VW gear set which can be fitted without modification of any component of the transmission or of the gear set itself and the transposing of the ring gear to provide proper axle rotation. Permanent attachment of the synchrony sleeve to 3rd and 4th gears is permitted.

Fully synchromesh transmission			
Gear	Part Number	# of Teeth	Ratio
1 st	113 311 251A	10:38	3.80
2 nd	113 311 261	17:35	2.06
3 rd	113 311 275	22:29	1.32
	113 331 275B	23:29	1.26
	113 331 275A	23:28	1.22
4 th	211 311 341	28:23	0.82
	113 311 341	27:24	0.89
Ring & Pinion	211 517 143A	8:35	4.375
	311 517 143B	8:33	4.125
Partly synchromesh transmission			
Gear	Part Number	# of Teeth	Ratio
1 st	113 309 251	10:36	3.60
2 nd	113 309 261A	17:33	1.94
	113 309 261	17:32	1.88
3 rd	113 309 275	23:28	1.22
	113 309 275A	22:27	1.23
4 th	113 309 341A	28:23	0.82
Ring & Pinion	113 517 141B	7:31	4.43

B.

However, there are no other standard ratios than the ones listed here. A gear removed from a transmission can be identified by the number of teeth.

1.5.6 Ballasting

- A.** Ballasting is permitted, per GCR.

1.5.7 Frame

- A.** The frame/chassis shall be constructed of steel tubing of a maximum diameter or width of 4 inches and be of a safe and suitable design.
- B.** The driver's feet shall not extend beyond the rear of the front axle beam tubes.
- C.** There shall not be frame/chassis rigidity or strength derived by means other than the frame tubes. Stressed skin, monocoque or semi monocoque construction is not permitted, except that:
- D.** The firewall panel and undertray(s) may be rigidly attached to the frame tubes.
- E.** The undertray (belly pan) from the nose to the rear roll hoop shall not be wider than the bodywork at the bottom of the frame rail or no more than 1/4 inch wider



(on each side) than the frame rail when the undertray has an upward turned edge that facilitates mounting the undertray to the chassis or that facilitates mounting the body to the chassis.

- F.** Engine bay undertrays shall be no wider than the frame rails in this area or no more than 1/4 inch wider (on each side) than the frame rail when the undertray has an upward turned edge that facilitates mounting the undertray to the chassis or that facilitates mounting the body to the chassis.
- G.** Any undertray(s) between the axle center lines shall be rigidly attached to the frame provided the curvature of said tray(s), measured vertically from the lowest point to the highest point at their attachments to the frame rail members at their sides, shall not exceed 1 inch and have no downward turned edges.
- H.** Transmission undertrays or cars with a rear sub frame shall be no wider than the sub frame or no more than 1/4 inch wider (on each side) than the sub frame when the undertray has an upward turned edge that facilitates mounting the undertray to the sub frame or that facilitates mounting the body to the sub frame or 16 inches, whichever is wider. For cars without a sub frame, the tray shall be no wider than 16 inches and shall not deviate more than 1 inch from the horizontal plane. Undertray must be firmly attached and have no downward turned edges.
- I.** The area between the upper and lower main frame tubes from the front instrument/dash roll hoop bulkhead to the rear roll hoop bulkhead shall be protected by at least one of the following methods to prevent the intrusion of objects into the cockpit. Panels may extend to the forward most bulkhead but must otherwise comply with these regulations.
- J.** Panel(s), minimum of either .060-inch heat treated aluminum (6061-T6 or equivalent) or 18-gauge steel, attached to the outside of the main frame tubes.
- K.** Reinforced body, consisting of at least two layers of 5-ounce, bi-directional, laminated Kevlar material incorporated into the body which shall be securely fastened to the frame. (5 or more Layers are highly recommended).
- L.** For either method, fasteners shall be no closer than 6-inch centers (no stress-bearing panels). The material used for the chassis braces in this area shall be at least equivalent to the roll hoop brace material.
- M.** Flat composite panels of uniform thickness and construction attached to the outside of the main frame tubes. Shaping of these panels to conform to the outer perimeter of the main frame tubes is permitted.
- N.** Carbon fiber is permitted; however, it must be used in conjunction with another "anti-ballistic" type material (e.g., Kevlar, Zylon, etc). Such material shall be at least 1.5mm (.060 inches) in thickness not including the carbon fiber.
- O.** Composite anti-intrusion panels shall be attached with no more than eight fasteners per side. Fasteners shall be AN or superior grade of not more than 0.25 inch diameter. Two flat or countersunk Mil Spec or SAE washers of no more than 1



inch diameter may be employed with each fastener. Ten fasteners per side are permitted if the panels extend to the front bulkhead.

- P.** Alternatively, FIA mounting is permitted as follows: One panel shall be permitted per side. It shall be fastened to the frame at its extreme corners, the upper, lower, forward and rearward edge halfway between the corners, and halfway along each diagonal tube. The attachment should consist of an 8mm U-bolt and an aluminum plate 3mm thick, 20mm wide and 12mm longer than the U-bolt span. Composite panel mounting must comply with one or the other above prescribed methods. It may not be a combination of the two.

1.5.8 Body

- A.** The chart (figure - Section C.12) illustrates both the intended minimum frontal area and car configuration.
- B.** The rear bodywork shall enclose the engine by surrounding it from a point no higher than the lower edge of the intake manifold and extending from the front of the engine to its rear on each side.
- C.** The rear bodywork must have the ability to enclose the original Volkswagen fan shroud mounted in its stock location (see illustration in Section C.12).
- D.** The top of the rear bodywork shall extend from the back of the firewall to a point at least 16 inches to the rear of the centerline of the rear axle.
- E.** Any bodywork forward of the center of the torsion bar tubes shall not extend outward beyond the centerline of the shock towers (maximum width of 31.75 inches or 80.645cm).
- F.** No part of the frame or bodywork shall project beyond a plane connecting the vertical centerline of the front and rear tires.
- G.** The driver's seat shall be capable of being entered without the removal or manipulation of any part or panel, with the exception of the steering wheel and/or driver's head surround. The steering wheel and the surround must be removable by the driver and/or safety workers without the use of any tools. Readily legible removal instructions for safety workers are recommended. Bucket seats are recommended.
- H.** Wings (airfoils) are prohibited.
- I.** Floor and safety equipment shall conform to Section 9 of the GCR.
- J.** A firewall to prevent passage of flame and debris between the engine area and driver's compartment shall extend the full width of the cockpit and be at least equal to the top of the carburetor in vertical height.
- K.** Air ducting may be attached to the carburetor and/or the engine. Brake ducts are not permitted.



- L.** Forward facing air ducts may be installed for the purpose of delivering cooling air directly to the engine, cylinder heads, oil cooler, and/or carburetor. If these ducts are within the profile area defined in Section C.12, then the ducted air must make a 90-degree bend within the bodywork.
- M.** Air duct openings may be located within the cockpit area, and/or penetrate the firewall, provided the duct is baffled or the firewall is extended to prevent flame and debris from reaching the driver. Any shape may be used to form firewall extension. Any other firewall inlet shall also prohibit passage of flame and debris.
- N.** Recommended: All of this extension be the same width as the firewall, allowing for bodywork contour limitations, and extend in a horizontal plane back 2 inches, minimum, past the carburetor body.
- O.** The bottom of any bodywork that extends below the frame members shall be on the same flat plane as the under tray (ref. C.8) and shall not deviate from that flat plane by more than 1 inch front to rear effective for any newly registered cars after January 1, 1983.
- P.** ***The space between the rear locating arm and axle tube up to the outer casting flange may be enclosed in bodywork for the purpose of streamlining. The enclosing bodywork may not extend above or below the triangular space nor beyond the axle tube or locating arm away from the triangular space so enclosed except that the panels may be wrapped tightly around the locating arm or axle tube as a method of location or attachment. The panels shall be securely attached. Brackets and fasteners used for attachment shall serve no aerodynamic purpose.***
- Q.** The front suspension upright(s) (shock absorber mounts), shock absorbers, and/or trailing arms shall not be faired in by covering or shrouding away from the airstream except that the front shocks may be mounted behind the shock uprights.
- R.** Bodywork shall be defined as all panels external to the chassis/ frame and licked directly by the air stream. This includes the floor pan. All bodywork shall be **securely** attached to the chassis and shall not move relative to the chassis while the car is in operation, **except where specifically allowed in the FV rules**. For the purposes of this definition, the rigid portion of the front beam is considered part of the chassis/frame.

1.5.9 Non-Standard Parts

- 1.5.9.1 The use of the following nonstandard replacement parts is permitted provided that no unauthorized modification of any other component results.
 - A.** Fasteners (nuts, bolts, screws, etc.)
 - B.** Wiring
 - C.** Gaskets and seals



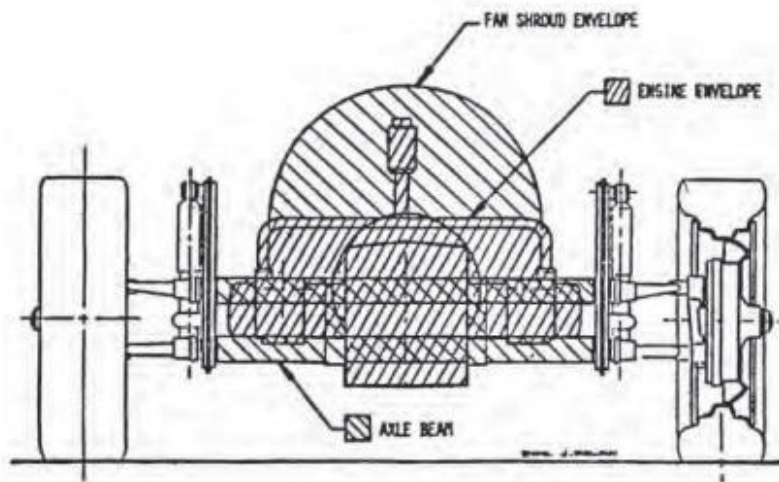
- D. Brake lines and fuel line
- E. Spark plugs (maximum ½ inch reach)
- F. Piston rings
- G. Wheel bearings
- H. Connecting rod bearings and crankshaft main bearings of same type and size as standard VW
- I. Brake shoes and brake lining
- J. Valve guides

1.5.9.2 Battery

- A. The use of any single 6- or 12- volt battery is permitted to power the starter and engine ignition system.
- B. Any secondary batteries connected only to gauges, and communications or data acquisition equipment are allowed.
- C.

1.5.10 Front View

1.5.10.1 The following illustrates a fan shroud in its stock location.



A.



1.6 Challenge Cup Series Specific

1.6.1 2021 Overall & Tire Championship

- A. There will be no masters class in 2021, plans for return in 2022 season.

1.6.2 CCS Spec Tire

- A. **Tire: Yokohama Advan A05 195/50R15 86V - 17lb (No shaving on alterations)**

Specs for Selected Tire												
SIZE	UTQG	MAX. LOAD	MAX. INFLATION PRESSURE	TREAD DEPTH	TIRE WEIGHT	RIM WIDTH RANGE	MEAS. RIM WIDTH	SECT. WIDTH	TREAD WIDTH	OVERALL DIAM.	REVS. PER MILE	COUNTRY OF ORIGIN*
195/50R15 86V XL 7/32" Starting Tread Depth	200 AA	1,168 lbs	50 psi	7/32"	17 lbs	5.5-7"	6"	8"	6.7"	22.6"	917	JP

1.6.3 CCS Wheels

- A. 15 x 5.5", 5 - 205mm bolt pattern, minimum weight of 12.5lb, "NO MACHINING or ALTERATIONS" (Exemption EMPI 9747 only if converted to EMPI 9747-D)
- B. 15 x 5.5", 4 - 130mm bolt pattern, minimum weight of 12.5lb, "NO MACHINING or ALTERATIONS" (Exemption EMPI 9748 only if converted to EMPI 9748-D)
- C. **Minimum tire & wheel total weight = 29.5lb pending tire wear**

1.6.4 Weight and Dimensions

- A. Minimum weight as qualified or raced, with driver: 1075 lbs.
- B. Wheelbase, minimum: 81.5"
- C. Wheelbase, maximum: 83.5"
- D. Track, front: maximum 53"
- E. Track, rear: 49.125" minimum, 51" maximum
- F. Overall length, minimum: 123" (includes exhaust)
- G. Overall length, maximum: 127" (includes exhaust)
- H. Body height at firewall (bottom of frame to top of bodywork), minimum: 25"
- I. Grandfathered for 2021 - Tire: Falken Azenis RT 615 (no suffix) or suffix K+ 195/60/R14.
- J. Wheel: Diamond Steel 14" X 6" with minimum weight of 13 lbs. No spacers, shims, or adapters.
- K. Adjusted minimum weight: 1075lb
- L. Adjusted track: Front 54 1/2, plus/minus 1/4"
- M. Rear 52 5/8" plus 7/8", minus 5/8"



1.7 BREACH OF RULES

1.7.1 In addition to any other offenses listed herein, the following actions shall be deemed a breach of the Challenge Cup Series, Participation in any proceeding, or action, detrimental to the interests of Challenge Cup Series, or of automobile competition generally. Any action, having as its objective, participation in the competition of a person, or automobile, known to be ineligible. bribery, or attempt, to bribe anyone connected with the competition, and the acceptance of, or offer to accept, a bribe, reckless, or dangerous, driving. Failure to obey direction, or orders, of a Challenge Cup Series race official. Refusing to cooperate with, interfering with, or obstructing the action of Challenge Cup Series officials in the performance of their duties; especially those of the CHIEF STEWARD, CHIEF OF TECH and RACE DIRECTOR. Violation of the terms of probation. Include, physical contact with intention to harm any participant, or official, or the threat of same. inappropriate, objectionable, threatening, or profane language, and/or Gestures. Failure to allow inspection, or disassembly, of an automobile as directed by the CHIEF OF TECH, or the CHIEF STEWARD. PENALTIES Any participant, official, entrant, violating the Supplementary Regulations, or any conditions attached to the sanctioning of the event by USAC, or SCCA any special rules of a course, may be penalized as provided by the Challenge Cup Series Rep. The authority to assess penalties is not limited to violations occurring during the course of a racing competition. Before imposing any penalty, the CHIEF STEWARD, or his designee, shall investigate any alleged rules violations and collect, or hear such evidence as deemed necessary at his discretion.

By signing below, you agree to follow and adhere to the Rules and Regulations set forth by Challenge Cup Series.

SCCA License # _____

Print: _____

Signature: _____

Date: _____