



***Proposed Guidelines for
Euro Sports Compact 2011***

CLASSES

SPORT Compact FWD

SPORT Compact RWD/4WD-STREET CLASS

SPORT Compact FACTORY MODIFIED

SPORT Compact PRO CLASS

Eligibility

Entry into Euro Sports Compact is upon invitation only by the ESC Coordinator.

Car manufactures must be of European origin and follow these guidelines for 2011.

SPORT Compact FWD

Designations:

SP/F preceded by car number. Designed for full-bodied street legal cars. Valid registration and license plates mandatory and cars must present a valid MOT Test Certificate.
The class is run on a .4 second Pro Tree.

Minimum Weights:

4-cylinder:	950 kg
4-cylinder (1 power adder):	1039 kg
4-cylinder (2 power adders):	1083 kg
6-cylinder:	1000 kg
6-cylinder (1 power adder):	1084 kg
6-cylinder (2 power adders):	1129 kg

All weights include driver, verified after the run.

CLASS REQUIREMENTS

SP/F 1.1 Engine:

Engine swaps permitted. Engine must be from same manufacturer as body. V-6 must be overhead-cam, production-based design. Maximum 2 power adders. Redundant power adders, such as a dual stage nitrous system or twin turbo, will be counted as one power adder. Engine must be in stock, transverse configuration. Rotation permitted but vehicle must retain the original firewall, inner body work and maintain the original crank centreline.

Engine mods allowed, i.e :- new internals and modified cylinder heads. OEM Block, Cylinder Head and Casings Mandatory. Max capacity 3.5 litre.

SP/F 1.2 Exhaust:

Exhaust must exit away from vehicle and fuel tank.

Stricter noise regulation may apply in the near future.

SP/F 1.3 Fuel:

Commercially available Racing fuel permitted.

SP/F 1.4 Fuel System:

Fuel Cell permitted.

See GSR 1:5.

SP/F 1.5 Liquid Overflow:

See GSR 1:7.

SP/F 1.6 Supercharger, Turbocharger:

Permitted. Air to Air and Liquid to Air Intercoolers allowed.

No external liquid spray systems permitted on intercoolers/radiators.

See GSR 1:12, 1:13, 4:2

SP/F 1.7 Nitrous Oxide:

Commercially available nitrous oxide permitted, including for supercharged and turbocharged engines. Nitrous bottle(s) in driver compartment must be equipped with a relief valve and vented outside of driver's compartment. Bottle(s) must be certified for use at the working pressure (minimum 124 bar rating) and permanently mounted (no hose clamps or tie wraps). Hoses from bottle(s) to solenoid must be high-pressure steel-braided. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle(s) prohibited.

See GSR 1:9, 9:7.

SP/F 2.1 Flywheel Shield:

All cars using a clutch and running quicker than 11.99 or faster than 217 km (135 mph) must be equipped with a flywheel shield made of 6 mm (1/4-inch)-minimum-thickness steel plate. Shield must surround the bell housing completely except for area of flywheel shield adjacent to differential and axle shaft. Shield may be multi-piece with pieces bolted together using minimum 9,4 mm (3/8-inch)-

diameter M10 class 8.8 or Grade 8 bolts; may be attached to engine and/or bell housing. In lieu of shield, a blanket meeting S/FI Spec 4.1, completely surrounding the bell housing, is permitted.

See GSR 2:5, 2:6, 2:9, 2:10.

SP/F 2.2 Transmission,

OEM transmission casings mandatory.

SP/F 2.2 Transmission, Automatic:

All cars using an automatic transmission and running quicker than 10.99 or faster than 217 km (135 mph) must be equipped with an approved transmission ballistic blanket as meeting SFI Spec 4.1 Transmission brake permitted.

SP/F 2.3 Transmission, Manual:

Automated, timer-type, pneumatic, electric, electronic, hydraulic, etc. shifting mechanism prohibited; each individual shift must be a function of the driver and controlled manually. (Driver must pull the lever.) Non OEM clutchless transmissions & sequential shifters prohibited.

SP/F 3.1 Brakes:

Four-wheel hydraulic brakes mandatory. Carbon Fibre brake rotors prohibited.

See GSR 3:1.

SP/F 3.2 Steering:

Must retain full, original OEM steering gear.

See GSR 3:2, 3:3, 4:1.

SP/F 3.3 Suspension, Front:

Upper mounting point for strut assemblies must be in the factory location. Adjustable caster/camber pillow ball mounts are permitted. Lower control arm may be strengthened provided factory mounting points to chassis are used and maintained. Lower mounting point for strut assembly may be modified for improved caster or camber. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars/devices permitted; must be bolt on ONLY. Final decision rests with the Tech Scrutineers of the event. See alignment GSR (4.1)

SP/F 3.3.1 Suspension, Rear:

Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Rear suspension must maintain minimum shock travel of 25 mm (1 inch). All rear suspensions must use at least one working shock absorber per wheel. Suspension modifications limited to bolt-on items only. Only OEM suspension mounts/attachment points may be utilized. Spindle mounts prohibited.

SP/F 3.4 Wheelie Bars:

Prohibited.

SP/F 4.1 Ballast:

Permitted. See GSR 4:2.

SP/F 4.2 Chassis:

OEM chassis, with complete OEM floor pan and firewall, mandatory. Wheel tubs, back-half conversions, tube chassis, etc. prohibited. Must retain FWD configuration, rear-drive conversions prohibited. Engine must be located in OEM location for body used. Roll Bar mandatory in any car running 11.99 or quicker. Roll Cage mandatory in any car running 9.99 or quicker or 217 km (135 mph) or faster. Non-OEM tubing in front of firewall prohibited except to tie shock towers to roll cage. Roll Cage in cars running 9.99 or quicker must be inspected every three years and have serialized sticker affixed to roll cage before participation.

See GSR 4:10, 4:11, 10:6.

NOTE: If the Car is entered into Drag Race & Time Attack the Dual Class Chassis requirements in GSR 4.11 must be adhered to.

SP/F 4.3 Ground Clearance:

Minimum 76 mm (3 inches) from front of car to 305 mm (12 inches) behind centreline of front axle, 51 mm (2 inches) for remainder of car (except for exhaust more than 305 mm (12 inches) behind centreline of front axle).

SP/F 4.4 Parachute:

Mandatory on any car running 240 km (150 mph) or faster.
See GSR 4:8.

SP/F 4.5 Wheelbase:

Must retain original wheelbase for body used, plus or minus 25.4 mm (1 inch). Maximum wheelbase variation from left to right is 25.4 mm (1 inch).

SP/F 5.1 Tyres:

DOT or racing slicks permitted with a maximum width of 267 mm (10.5 inches) and maximum height of 661 mm (26 inches). Retreads, space saver spares, or any other non-DOT or E-marked approved tyre prohibited.

SP/F 5.2 Wheels:

Must be automotive-type wheels suitable for street or racing use. Minimum wheel size 13 inches unless originally equipped with smaller wheels and vehicle is equipped with original engine. Wheel studs must be threaded into hex portion of wheel nut a distance at least equal to the diameter of the stud. Spindle mounts prohibited. No space-savers permitted.
See GSR 5:2.

SP/F 6.1 Interior:

Complete interior, including dashboard, door panels and carpets mandatory to rear edge of front seats. Rear seat may be removed. Aftermarket seats permitted, but must be fully upholstered. All factory controls must be retained and operative; i.e., lights, signals, horn, windows, and wipers.

SP/F 7.1 Body:

Body must be from an original production car. Pickup and SUV bodies prohibited. Mild customizing, body kits permitted but must retain full-bodied appearance, with minimum 2 functional doors.. Doors must open and close from inside and outside. Windshield and all windows must remain OEM safety glass (see 7.6). Lightweight body panels limited to bonnet, wings, and bootlid, but full street-legal appearance must be maintained. One-piece aftermarket front end prohibited.

SP/F 7.2 Street Equipment:

Complete headlight and taillight assemblies (all) mandatory; must be operative. One headlight may be removed for air induction.

SP/F 7.3 Competition Numbers:

See GSR 7:2: Any car competing must display the driver's Competition number. Numbers must be a minimum 152 mm (6-inches high) and 38 mm (1 1/2-inches) wide. Class designation letters must be a minimum 76 mm (3-inches) high and 25,4 mm (1-inch) wide. Driver's competition number and class designation must be displayed in a legible manner in a contrasting colour to the vehicle's background colour, or light colour on windows, in a prominent position, and be clearly visible to the Tower personnel. Class and numbers must be in the form of permanent decals or paint.

SP/F 7.4 Firewall:

OEM firewall mandatory. See GSR 6:1,7:5. However, sufficient modification to firewall is permitted to allow fitment of mandatory flywheel shield (See SP/F 2.1).

SP/F 7.5 Floor:

OEM floor pan, front to rear, mandatory.

SP/F 7.6 Windshield/Windows:

Complete OEM windshield mandatory, OEM or plastic side and rear windows permitted, must fully operate to road-legal requirements.

SP/F 8.1 Batteries:

Batteries must be securely mounted; may not be located in driver compartment unless sealed off per General Safety Regulations.
See GSR 8:1.

SP/F 8.2 Ignition:

Two steps, rev limiters, etc. permitted.
See GSR 8:1, 8:3, 8:4, 8:5.

SP/F 8.3 Master Cut-off:

Mandatory on any car running 9.99 or quicker, or 217 km (135 mph) or faster, or on any car where battery is relocated to the Boot area of vehicle unless O.E.M.
See GSR 8:4, 8:5.

SP/F 9.1 Computer:

See GSR 9:1.

SP/F 9.2 Data Recorder:

Permitted. See GSR 9:2.

SP/F 9.3 Fire Extinguisher System:

Permitted; must be securely mounted.
See GSR 9:3.

SP/F 9.4 Tow Vehicles:

Prohibited.

SP/F 9.5 Warm-Ups:

See GSR 9:4, 9:11.

SP/F 10.1 Credentials:

All drivers must have a valid MSA licence. Minimum "non-race national B"

SP/F 10.2 Driver Restraint System:

Three-inch-wide driver restraint system labelled as meeting S/FI Spec 16.1 or FIA mandatory in any car required to have a roll cage. System includes crotch strap and must be updated at four year intervals from date of manufacture. All other cars, OEM restraint system mandatory with a minimum of 3-points driver restraint system.
See GSR 10:5, 10:11.

SP/F 10.3 Helmet:

See GSR: 10.7 and MSA Competitors year book (Blue book).

SP/F 10.4 Neck Collar:

Mandatory on driver of any car running 10.99 seconds or quicker or 217 km (135 mph) or faster. See GSR 10:8.

SP/F 10.5 Protective Clothing:

See GSR 10:10. Protective clothing dependent on ET and/or mph of vehicle.

SPORT Compact RWD/4WD-STREET CLASS

Designations:

SP/R preceded by car number.

Designed for full-bodied, street legal cars. Valid registration and license plates mandatory.

The class is run on a .4 second Pro Tree.

Minimum weights

2-Rotor RWD: 1043 kg

3-Rotor RWD: 1360 kg

4-Cylinder RWD: 1043 kg

6-Cylinder RWD: 1406 kg

4-Cylinder AWD: 1088 kg

6-Cylinder AWD: 1451 kg

All weights include driver, verified after the run.

CLASS REQUIREMENTS

SP/R 1.1 Engine.

Restricted to 4-, 5-, and 6-cylinder and 2 & 3-rotor rotary engines. Engine swaps permitted; engine must be from same manufacturer as body used. 5- and 6-cylinder must be overhead-cam, production-based design. 4-cylinder may be pushrod or overhead cam, production-based design. Redundant power adders, such as a dual stage nitrous system or twin turbo, will be counted as one power adder. No more than 2 power adders permitted.

Engine mods allowed, i.e.:- new internals and modified cylinder heads. OEM Block. Cylinder Head and Casings Mandatory. Max capacity 3,700cc

SP/R 1.2 Exhaust.

Exhaust must exit away from vehicle and fuel tank.

Stricter noise regulation may apply in the near future.

SP/R 1.3 Fuel.

Race fuel and diesel permitted. Commercially available fuel additives permitted.

SP/R 1.4 Fuel System.

Fuel Cell permitted.

See GSR 1:5.

SP/R 1.5 Liquid Overflow.

See GSR 1:7.

SP/R 1.6 Supercharger, Turbocharger:

Permitted. Liquid intercoolers limited to water and/or ice ONLY. Racing screw-type supercharger prohibited. See GSR 1:12, 1:13, 4:2.

No external liquid spray systems permitted on intercoolers/radiators.

SP/R 1.7 Nitrous Oxide:

Commercially available nitrous oxide permitted, for all engines. Nitrous bottle(s) in driver compartment must be equipped with a relief valve and vented outside of driver's compartment. Bottle(s) must be certified for use at the working pressure (minimum 124 bar rating) and permanently mounted (no hose clamps or tie wraps). Hoses from bottle(s) to solenoid must be high-pressure steel-braided.

Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle(s) prohibited. See GSR 1:9.

SP/R 2.1 Driveline:

Driveshaft loop required on all cars running 13.00 seconds or quicker.

See GSR 2:4 and MSA ET 2.2.

SP/R 2.2 Flywheel Shield:

All manual-transmission-equipped cars running quicker than 11.99 or faster than 217 km (135 mph) must have a flywheel shield labelled as meeting minimum SFI Spec 6.1, 6.2, 6.3 or 9.1. Applications for which an SFI Spec flywheel shield is not available may use an SFI Spec flywheel shield from another application, attached to a motor plate that is attached to the engine block at all available bolt holes, or a fabricated shield made of 6 mm (1/4-inch)-thick steel, surrounding the bell housing 360 degrees, extending 25 mm (1 inch) forward and 25 mm (1 inch) rearward of the rotating clutch assembly. Shield must be securely attached to frame or frame structure; may be multi-piece bolted together using minimum 9,4 mm (3/8-inch)-diameter M10 class 8.8 or Grade 8 bolts. In lieu of shield, a blanket meeting SFI Spec 4.1, completely surrounding the bell housing, is permitted.

See GSR 2:5, 2:6, 2:9, 2:10.

SP/R 2.3 Transmission, Automatic:

All cars using an automatic transmission running quicker than 10.99, or faster than 217 km (135 mph) must be equipped with a transmission shield meeting SFI Spec 4.1, a flex plate shield labelled as meeting SFI Spec 30.1, and a flex plate labelled as meeting SFI Spec 29.1. Non-original transmission from same manufacturer (corporate crossbreeding assessed penalty) permitted without weight penalty. Non-original, OEM transmission permitted but will be assessed a 70 kg (150-pound) penalty. Weight penalty may be changed in the future. Transmission brake prohibited.

SP/R 2.4 Transmission, Manual:

Aftermarket or non-OEM transmissions permitted, but must allow downshifting. (Aftermarket transmission permitted, must be clutch assisted. Sequential allowed provided driver can make downshifts.) Automated, timer-type, pneumatic, electric, electronic, hydraulic, etc. shifting mechanism prohibited; each individual shift must be a function of the driver and controlled manually. (Driver must pull the lever.) Non-original (not of same OEM manufacturer) transmission will be assessed a 70 kg (150-pound) penalty.

SP/R 2.5 Rear End:

After market rear end prohibited.

SP/R 3.1 Brakes:

Four-wheel hydraulic brakes mandatory. See GSR 3:1. Carbon Fibre brake rotors prohibited.

SP/R 3.2 Steering:

Must retain full, original OEM steering gear. See GSR 3:2, 3:3, 4:1.

SP/R 3.3 Suspension, Front:

Upper mounting point for strut assemblies must be in the factory location. Adjustable caster/camber pillow ball mounts are permitted. Lower control arm may be strengthened provided factory mounting points to chassis are utilised. Lower mounting point for strut assembly may be modified for improved caster or camber.

Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars/devices permitted; must be bolt on ONLY. Final decision rests with the Tech Scrutineers of the event

SP/R 3.3.1 Suspension, Rear:

Original suspension mandatory. Traction bars/devices permitted, must be bolt on ONLY, and may not extend or mount forward of original control-arm mounting point. Control arms may be strengthened or replaced, provided all original mounting points are utilised. Strut tower braces, lower tie bars, sway bars, limit straps, and camber kits permitted. Rear suspension must maintain minimum shock travel of 25,4 mm (1 inch). All rear suspensions must use at least one working shock absorber per wheel.

SP/R 3.4 Wheelie Bars:

Prohibited.

SP/R 4.1 Ballast:

Permitted. See GSR 4:2.

SP/R 4.2 Chassis:

OEM chassis, with complete OEM floor pan and firewall mandatory. Wheel tubs, back-half conversions, tube chassis, etc. prohibited. Engine must be in OEM location for body used. FWD to RWD conversions prohibited. FWD to 4WD, and 4WD to RWD permitted provided chassis doesn't

need modifications. Roll bar mandatory in all vehicles running 11.99 or quicker; roll cage mandatory in any car running 9.99 or quicker or 217 km (135 mph) or faster. Non-OEM tubing in front of firewall prohibited except to tie shock towers to roll cage. Roll cage in cars running 9.99 or quicker must be inspected every three years and have serialized sticker affixed to roll cage before participation. See GSR 4:10, 4:11, 10:6.

NOTE: If the Car is entered into Drag Race & Time Attack the Dual Class Chassis requirements in GSR 4.11 must be adhered to.

SP/R 4.3 Ground Clearance:

Minimum 76 mm (3 inches) from front of car to 305 mm (12 inches) behind centreline of front axle, 51 mm (2 inches) for remainder of car (except for exhaust more than 305 mm (12 inches) behind centreline of front axle).

SP/R 4.4 Parachute:

Mandatory on any car running 240 km (150 mph) or faster. See GSR 4:8.

SP/R 4.5 Wheelbase:

Must retain original wheelbase for body used, plus or minus 25.4 mm (1 inch). Maximum wheelbase variation from left to right is 25.4 mm (1 inch).

SP/R 5.1 Tyres:

All tyres must be E marked or DOT legal & remain road legal through the duration of the event, displaying 1.6mm of tread after the run over 3/4 of the tread pattern

Approved Tyres Include:

M/T Sportsman, M/T Sportsman Pro, M/T ET Street Radials, BFG Drag Radials, Hoosier Quicktime, Hoosier Quicktime Pro, And ANY E marked tyre (M/T Sportsman SR, Toyo R888, etc.).

Slicks and space savers prohibited. Cutting and re-cutting of tread is strictly prohibited.

SP/R 5.2 Wheels:

Must be automotive-type wheels suitable for street or racing use. Minimum wheel size 13 inches unless originally equipped with smaller wheels and vehicle is equipped with original engine. Wheel studs must be threaded into hex portion of wheel nut a distance at least equal to the diameter of the stud. Spindle mounts prohibited. See GSR 5:2.

SP/R 6.1 Interior:

Complete interior, including dashboard, door panels mandatory. Rear seat may be removed. Two matching front seats mandatory. Aftermarket seats permitted, but must be fully upholstered. All controls must be retained and operative; i.e., lights, signals, horn, windows, wipers.

SP/R 7.1 Body:

Body must be from an original production. Pickup and SUV bodies prohibited. Mild customizing, body kits, permitted, but must retain full-bodied appearance, with minimum 2 functional doors. Doors must open and close from inside and outside. Lightweight body panels limited to bonnet, wings, and boot lid. Aftermarket body kits permitted, but full street-legal appearance must be maintained. One-piece aftermarket front end prohibited.

SP/R 7.2 Street Equipment:

Complete headlight and taillight assemblies (all) mandatory; must be operative. One headlight may be removed for induction.

SP/R 7.3 Competition Numbers:

See GSR 7:2: Any car competing must display the driver's Competition number. Numbers must be a minimum 152 mm (6-inches high) and 38 mm (1 1/2-inches) wide. Class designation letters must be a minimum 76 mm (3-inches) high and 25.4 mm (1-inch) wide. Driver's competition number and class designation must be displayed in a legible manner in a contrasting colour to the vehicle's background colour, or light colour on windows, in a prominent position, and be clearly visible to the Tower personnel. Class and numbers must be in the form of permanent decals or paint.

SP/R 7.4 Firewall:

OEM firewall mandatory. See GSR 6:1, 7:5. However, sufficient modification to firewall is permitted to allow fitment of mandatory flywheel shield (See SP/R 2.2).

SP/R 7.5 Floor:

OEM floor pan, front to rear, mandatory.

SP/R 7.6 Windshield/Windows:

Complete OEM windshield mandatory, OEM or plastic side and rear windows permitted, must fully operate to road legal requirements.

SP/R 8.1 Batteries:

Batteries must be securely mounted; may not be located in driver compartment unless sealed off per GSR. See GSR 8:1.

SP/R 8.2 Ignition:

Two steps, rev limiters, etc. permitted. See GSR 8:1, 8:3, 8:4, 8:5.

SP/R 8.3 Master Cut-off:

Mandatory on any car running 9.99 or quicker, or 217 km (135 mph) or faster, or on any car where battery is relocated to the Boot area of vehicle unless O.E.M. See GSR 8:4.

SP/R 9.1 Computer:

See GSR 9:1.

SP/R 9.2 Data Recorder:

Permitted. See GSR 9:2.

SP/R 9.3 Fire Extinguisher System:

Permitted; must be securely mounted. See GSR 9:3.

SP/R 9.4 Tow Vehicles:

Prohibited.

SP/R 9.5 Warm-Ups:

See GSR 9:4, 9:11.

SP/R 10.1 Credentials:

All drivers must have a valid MSA licence. Minimum "non race national B"

SP/R 10.2 Driver Restraint System:

Three-inch-wide driver restraint system labelled as meeting SFI Spec 16.1 or FIA mandatory in any car required to have a roll cage. System includes crotch strap and must be updated at four year intervals from date of manufacture. All other cars, OEM restraint system mandatory with a minimum of 3-points driver restraint system. See GSR 10:5, 10:11.

SP/R 10.3 Helmet:

See GSR: 10.7 and MSA Competitors year book (Blue book).

SP/R 10.4 Neck Collar:

Mandatory on driver of any car running 10.99 seconds or quicker, or 135 mph or faster. See GSR 10:8.

SP/R 10.5 Protective Clothing:

See GSR 10:10. Protective clothing dependent on ET and/or mph of vehicle.

SPORT Compact FACTORY MODIFIED

Designations:

SP/M preceded by car number. Designed for full-bodied, street legal cars with complete OEM Floorpan to rear of front seats & OEM Firewall.
The class is run on a .4 second Pro Tree.

Minimum Weights:

RWD 2-rotor:	907 kg
RWD 3-rotor:	1133 kg
AWD 4-cylinder:	907 kg
RWD 4-cylinder:	1133 kg
RWD or AWD 6-cylinder, up to 3.5 litre:	1270 kg

All weights include driver, verified after the run.

CLASS REQUIREMENTS

SP/M 1.1 Engine.

Restricted to 4 and 6-cylinder and 2 and 3 rotor rotary engines. Engine swaps permitted; engine must be from same manufacturer as body used. 6-cylinder must be overhead-cam, production-based design. 4-cylinder may be pushrod or overhead cam, production-based design. Redundant power adders, such as a dual stage nitrous system or twin turbo, will be counted as one power adder. No more than 2 power adders permitted.
Engine mods allowed, i.e.:- new internals and modified cylinder heads. OEM Block, Cylinder Head and Casings Mandatory.

SP/M 1.2 Exhaust.

Must exit behind front tyres or at OEM location.
Stricter noise regulation may apply in the near future.

SP/M 1.3 Fuel:

Race fuel and diesel permitted. Commercially available fuel additives permitted.

SP/M 1.4 Fuel System:

See GSR 1:5.

SP/M 1.5 Liquid Overflow:

See GSR 1:7.

SP/M 1.6 Supercharger, Turbocharger:

Permitted. Liquid intercoolers limited to water and/or ice ONLY. Racing screw-type supercharger prohibited. No external liquid spray systems permitted on intercoolers/radiators.
See GSR 1:12, 1:13, 4:2

SP/M 1.7 Nitrous Oxide:

Commercially available nitrous oxide permitted, on all engines. Nitrous bottle(s) in driver compartment must be equipped with a relief valve and vented outside of driver's compartment. Bottle(s) must be certified for use at the working pressure (minimum 124 bar rating) and permanently mounted (no hose clamps or tie wraps). Hoses from bottle(s) to solenoid must be high-pressure steel-braided. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle(s) prohibited.
See GSR 1:9.

SP/M 2.1 Driveline:

Propshaft loop required on all cars.
See GSR 2:4.

SP/M 2.2 Flywheel Shield:

All manual-transmission-equipped cars running quicker than 11.99 or faster than 217 km (135 mph) must have a flywheel shield labelled as meeting minimum SFI Spec 6.1, 6.2, 6.3 or 9.1. Applications for which an SFI Spec flywheel shield is not available may use an SFI Spec flywheel shield from

another application, attached to a motor plate that is attached to the engine block at all available bolt holes, or a fabricated shield made of 6 mm (1/4-inch)-thick steel, surrounding the bell housing 360 degrees, extending 25 mm (1 inch) forward and 25 mm (1 inch) rearward of the rotating clutch assembly. Shield must be securely attached to frame or frame structure; may be multi-piece bolted together using minimum 9,4 mm (3/8-inch)-diameter M10 class 8.8 or Grade 8 bolts.

SP/M 2.3 Transmission, Automatic:

All cars using an automatic transmission running quicker than 9.99 or faster than 217 km (135 mph) must be equipped with a transmission shield meeting SFI Spec 4.1, a flex plate shield labelled as meeting SFI Spec 30.1, and a flex plate labelled as meeting SFI Spec 29.1. Non-original transmission from same manufacturer (corporate crossbreeding assessed penalty) permitted without weight penalty. Non-original, OEM transmission permitted but will be assessed a 70 kg (150-pound) penalty, Weight penalty may be changed in the future. Transmission brake permitted.

SP/M 2.4 Transmission, Manual:

Aftermarket or non-OEM transmissions permitted, but must allow down-shifting . (Aftermarket transmission permitted, must be clutch assisted. Sequential allowed provided driver can make downshifts.) Automated, timer-type, pneumatic, electric, electronic, hydraulic, etc. shifting mechanism prohibited; each individual shift must be a function of the driver and controlled manually. (Driver must pull the lever.) Non-original (not of same OEM manufacturer) transmission will be assessed a 70 kg (150-pound) penalty.

SP/M 2.5 Rear End:

Non O.E.M permitted.

SP/M 3.1 Brakes:

Four-wheel hydraulic brakes mandatory. Carbon Fibre brake rotors prohibited.
See GSR 3:1.

SP/M 3.2 Steering:

Must retain full, original OEM steering gear.
See GSR 3:2, 3:3, 4:1.

SP/M 3.3 Suspension, Front:

Upper mounting point for strut assemblies must be in the factory location. Adjustable caster/camber pillow ball mounts are permitted. Lower control arm may be strengthened provided factory mounting points to chassis are utilised. Lower mounting point for strut assembly may be modified for improved caster or camber. Front suspension must maintain minimum shock travel of 25,4 mm (1 inch). Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars/devices permitted; must be bolt on ONLY. Final decision rests with the Tech Scrutineers of the event.

SP/M 3.3.1 Suspension, Rear:

Automotive suspension mandatory. Aftermarket replacement suspension, such as four-link or ladder bar, permitted. Rear suspension must maintain minimum shock travel of 1 inch.

SP/M 3.4 Wheelie Bars:

Prohibited.

SP/M 4.1 Ballast:

Permitted. See GSR 4:2.

SP/M 4.2 Chassis:

OEM chassis, with complete OEM floor pan and firewall mandatory to rear of front seats. Converted cars may only be backhalved, may not be full-tube chassis, and must retain stock front suspension & original floorpan forward of seats and original firewall. Engine must be in OEM location for body used. FWD to RWD conversions prohibited. FWD to 4WD permitted provided chassis doesn't need modifications.; Roll cage mandatory in any car running 9.99 or quicker or 217 km (135 mph) or faster.(see GSRs). Roll cage in cars running 9.99 or quicker must be inspected every three years and have serialized sticker affixed to roll cage before participation.

See GSR 4:10, 4:11 and 10:6.

SP/M 4.3 Ground Clearance:

Minimum 76 mm (3 inches) from front of car to 305 mm (12 inches) behind centreline of front axle, 51 mm (2 inches) for remainder of car (except for exhaust more than 305 mm (12 inches) behind centreline of front axle).

SP/M 4.4 Parachute:

Mandatory on any car running 240 km (150 mph) or faster.
See GSR 4:8.

SP/M 4.5 Wheelbase:

Must retain original wheelbase for body used, plus or minus 25.4 mm (1 inch). Maximum wheelbase variation from left to right is 25.4 mm (1 inch).

SP/M 5.1 Tyres:

See GSR 5.1

SP/M 5.2 Wheels:

Must be automotive-type wheels suitable for street or racing use. Minimum wheel size 13 inches unless originally equipped with smaller wheels and vehicle is equipped with original engine. Wheel studs must be threaded into hex portion of wheel nut a distance at least equal to the diameter of the stud. Spindle mounts prohibited.
See GSR 5:2.

SP/M 6.1 Interior:

Rear seat may be removed. Two matching front seats mandatory. Aftermarket seats permitted, but must be fully upholstered. All factory controls must be retained and operative; i.e., lights, signals, horn and wipers.

SP/M 7.1 Body:

Body must be from an original production car. Pickup and SUV bodies prohibited. Mild customizing, body kits, permitted, but must retain full-bodied appearance, with minimum 2 functional doors. Doors must open and close from inside and outside. Lightweight body panels limited to bonnet, front wings, rear ¼ panels, doors, bumpers and boot lid. Aftermarket body kits permitted, but full street-legal appearance must be maintained.

SP/M 7.2 Street Equipment:

Complete headlight and taillight assemblies (all) mandatory; must be operative. One headlight may be removed for induction.

SP/M 7.3 Competition Numbers:

See GSR 7:2.

SP/M 7.4 Firewall:

OEM firewall mandatory. See GSR 6:1, 7:5. However, sufficient modification to firewall is permitted to allow fitment of mandatory flywheel shield (See SP/M 2.2).

SP/M 7.5 Floor:

OEM floor pan, Firewall to Rear of Front Seats, mandatory.

SP/M 7.6 Windshield/Windows:

OEM windshield mandatory.

P/M 8.1 Batteries:

Batteries must be securely mounted; may not be located in driver compartment unless sealed off per GSR. See GSR 8:1.

SP/M 8.2 Ignition:

Two steps, rev limiters, etc. permitted.
See GSR 8:1, 8:3, 8:4, 8:5.

SP/M 8.3 Master Cut-off:

Mandatory on any car running 9.99 or quicker, or 217 km (135 mph) or faster, or on any car where battery is relocated to the Boot area of vehicle.

See GSR 8:4.

SP/M 9.1 Computer:

See GSR 9:1.

SP/M 9.2 Data Recorder:

Permitted.

See GSR 9:2.

SP/M 9.3 Fire Extinguisher System:

Permitted; must be securely mounted.

See GSR 9:3.

SP/M 9.4 Tow Vehicles:

Prohibited.

SP/M 9.5 Warm-Ups:

See GSR 9:4, 9:11.

SP/M 10.1 Credentials:

All drivers must have a valid MSA licence. Minimum "non race national B"

SP/M 10.2 Driver Restraint System:

Three-inch-wide driver restraint system labelled as meeting SFI Spec 16.1 mandatory in any car required to have a roll cage. System includes crotch strap and must be updated at four year intervals from date of manufacture.

See GSR 10:5.

SP/M 10.3 Helmet:

See GSR: 10:7 and MSA Competitors year book (Blue book).

SP/M 10.4 Neck Collar:

Mandatory on driver of any car running 10.99 seconds or quicker, or 135 mph or faster.

See GSR 10:8.

SP/M 10.5 Protective Clothing:

See GSR 10:10. Protective clothing dependent on ET and/or mph of vehicle.

SPORT Compact PRO CLASS

Designations:

SC/PRO preceded by car number.

Class open FWD, RWD and AWD full bodied cars only.

The class is run on a .4 second Pro Tree.

Minimum Weights:

RWD 2-rotor: 950 kg

RWD 3-rotor: 998 kg

4-cylinder: 950 kg

6-cylinder: 1091 kg

All weights include driver, verified after the run.

CLASS REQUIREMENTS

SC/PRO 1.1 Engine:

Engine swaps permitted. Engine must be from same manufacturer as body. 6-cylinder must be overhead-cam, production-based design, maximum two power adders. **8-cylinder or 4-rotor prohibited.** Redundant power adders, such as a dual stage nitrous system or twin turbos, will be counted as one power adder.

SC/PRO 1.2 Exhaust:

All cars must be equipped with exhaust collectors or headers installed to direct exhaust out of car body to rear of car, away from driver and fuel tank. If mufflers are used, they must be securely attached to exhaust system and car body or frame. Flexible tubing or flex pipe prohibited in all categories.

Stricter noise regulation may apply in the near future.

See GSR 1.3.

SC/PRO 1.3 Fuel:

Commercially available race fuels and additives permitted

SC/PRO 1.4 Fuel System:

Fuel Cell permitted.

See GSR 1:5.

SC/PRO 1.5 Liquid Overflow:

See GSR 1:7.

SC/PRO 1.6 Supercharger, Turbocharger:

Permitted, Liquid intercoolers limited to water and/or ice ONLY.

SC/PRO 1.7 Nitrous Oxide:

Commercially available nitrous oxide permitted, on all engines. Nitrous bottle(s) in driver compartment must be equipped with a relief valve and vented outside of driver's compartment. Bottle(s) must be certified for use at the working pressure (minimum 124 bar rating) and permanently mounted (no hose clamps or tie wraps). Hoses from bottle(s) to solenoid must be high-pressure steel-braided.

Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle(s) prohibited.

See GSR 1:9, 9:7.

SC/PRO 2.1 Flywheel Shield:

All manual-transmission-equipped cars running quicker than 11.99 or faster than 217 km (135 mph) must have a flywheel shield labelled as meeting minimum SFI Spec 6.1, 6.2, 6.3 or 9.1. Applications for which an SFI Spec flywheel shield is not available may use an SFI Spec flywheel shield from another application, attached to a motor plate that is attached to the engine block at all available bolt holes, or a fabricated shield made of 6 mm (1/4-inch)-thick steel, surrounding the bell housing 360 degrees, extending 25 mm (1 inch) forward and 25 mm (1 inch) rearward of the rotating clutch assembly. Shield must be securely attached to frame or frame structure; may be multi-piece bolted together using minimum 9,4 mm (3/8-inch)-diameter M10 class 8.8 or Grade 8 bolts.

SC/PRO 2.2 Transmission:

Aftermarket race transmissions permitted

SC/PRO 2.2 Transmission, Automatic:

All cars using an automatic transmission and running quicker than 9.99 or faster than 217 km (135 mph) must be equipped with a transmission shield meeting SFI Spec 4.1, a flex plate shield labelled as meeting SFI Spec 30.1, and a flex plate labelled as meeting SFI Spec 29.1 Transmission brake permitted

SC/PRO 2.3 Transmission, Manual:

Automated, timer-type, pneumatic, electric, electronic, hydraulic, etc. shifting mechanism permitted

SC/PRO 3.1 Brakes:

Four-wheel hydraulic brakes mandatory.

See GSR 3:1

SC/PRO 3.2 Steering:

Must retain full, original OEM type steering gear.

See GSR 3:2, 3:3, 4:1.

SC/PRO 3.2.1 Suspension:

See GSR 3:4

SC/PRO 3.3 Traction Bar Rod Ends:

See GSR 3:5

SC/PRO 3.3.1 Rear end:

Welded spider gear rearends prohibited. Aftermarket axles and axle-retention device mandatory.

SC/PRO 3.4 Wheelie Bars:

Permitted, Maximum permitted length of wheelie bars 70% of overall wheel base, Wheelie bars must have a minimum of 25mm ground clearance when the car is staged, adjustment during run prohibited

See GSR 3.6

SC/PRO 4.1 Ballast:

Permitted.

See GSR 4:2.

SC/PRO 4.6 Roll Cage:

Mandatory. **Type depending on E.T.** Must be recertified every three years.

See GSR: 4.4, 4.11, 4.11.1, 10.6 and 10.7.

SC/PRO 4.13 Ground Clearance:

Minimum 76 mm (3 inches) from front of car to 305 mm (12 inches) behind centreline of front axle, 51 mm (2 inches) for remainder of car (except for exhaust more than 305 mm (12 inches) behind centreline of front axle).

SC/PRO 4.14 Parachute:

Mandatory on any car running 240 km (150 mph) or faster.

See GSR 4:8.

SC/PRO 4.15 Wheelbase:

OEM wheelbase plus 10 inches maximum, or minus 2 inches minimum. Maximum wheelbase for passenger car 114 inches regardless of OEM wheelbase. Maximum wheelbase for pickup truck 125 inches regardless of OEM wheelbase. Maximum wheelbase variation from left to right is 1 inch.

SC/PRO 5.1 Tyres:

See GSR 5:1.

SC/PRO 5:2 Wheels:

See GSR 5:2.

SC/PRO 6:1 Driver Compartment:

See GSR 6.1

SC/PRO 6:2 Upholstery, Seats:

See GSR 6.2.

SC/PRO 6:3 Window Net:

See GSR 6:3.

SC/PRO 7.1 Body:

Body must be from an original production car. Mild customizing, body kits permitted but must retain full-bodied appearance, with minimum 2 functional doors. Doors must open and close from inside and outside.

SC/PRO 7.2 Tail Light:

All vehicles must have as minimum requirement one working tail light for night operations. Strobe, flashing, high intensity, laser, infrared, photo sensitive or other light emitting/receiving device prohibited. Any type of lights that may distract other drivers are prohibited. Also see Class Requirements.

SC/PRO 7.3 Competition Numbers:

See GSR 7:3.

SC/PRO 7.4 Firewall:

See GSR 7:5.

SC/PRO 7.5 Floor:

See GSR 7:6.

SC/PRO 8.1 Batteries:

See GSR 8:1.

SC/PRO 8.2 Ignition:

See GSR 8:3.

SC/PRO 8:4 Master Cut-Off:

See GSR 8:4.

SC/PRO 9.1 Computer:

See GSR 9:1.

SC/PRO 9.2 Data Recorder:

See GSR 9:2.

SC/PRO 9.3 Fire Extinguisher System:

See GSR 9:3.

SC/PRO 9.4 Tow Vehicles:

Allowed

SC/PRO 9.5 Warm-Ups:

See GSR 9:4, 9:11.

SC/PRO 10.1 Credentials:

All drivers must have a valid MSA licence. Minimum "non race national B"

SC/PRO 10.2 Driver Restraint System:

Three-inch-wide driver restraint system labelled as meeting S/FI Spec 16.1 mandatory in any car required to have a roll cage. System includes crotch strap and must be updated at four year intervals from date of manufacture.

See GSR 10:5

SC/PRO 10.3 Helmet:

See MSA Competitors year book (Blue Book), or FIA Helmet Regs.
See GSR: 10.7

SC/PRO 10.4 Neck Collar:

Mandatory.
See GSR 10:8.

SC/PRO 10.5 Protective Clothing:

Protective clothing dependent on ET and/or mph of vehicle.
See GSR 10:10.