



REVISED 01-01-2020
SSCC RULES
2020

Summary of 2020 Changes

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ATTENTION!

In our continuing effort to make the event as safe and fun as possible there have been changes to the rules.

It is your responsibility to know the rules!

Please be sure to read the **2020** Rules and note any changes that will impact you.

NEVADA'S CLIMATE

The temperatures and elevations in Nevada vary widely. In Las Vegas, the high temperature may be 110° F.

Elevation is +/- 2,001 feet

In Ely, the temperatures may range from 30° to 80° F.

Elevation is +/- 6,435

PLEASE PLAN ACCORDINGLY!!

SILVER STATE CLASSIC CHALLENGE, INC.

A Non-Profit Corporation

This is a *Silver State Classic Challenge, Inc.* ("SSCC") event. This event is a competitive motor sports event, governed by SSCC officials according to the Rules established herein. These rules may be changed, deleted or upgraded for specific events and/or any applicable agreement to which SSCC is a party. By submitting an entry application and/or taking part in any and all activities relating to an SSCC event, the participant acknowledges that he/she has read these Rules, is familiar with them, and agrees to abide by the decision of the SSCC officials in regard to any and all matters relating to the event. The participants also acknowledge and agree that all SSCC official decisions are final.

These Rules are intended for use as a guide and in no way a guarantee against any harm to spectators, participants or others. The issuance of or compliance with these Rules as written or altered, does not express or imply a warranty of safety resulting from this action.

SSCC reserves the right to reject any entry for any reason. Should an entry be rejected, the entrant may appeal such rejection. The decisions of SSCC officials are final when a situation occurs that is not included or not specifically covered in the Rules.

As all motor sports are dangerous, it must be noted that the safety of the driver, navigator and vehicle are solely your responsibility. We ask that you pay particular attention to the minimum safety equipment requirements addressed in the Rules.

For any questions, please contact SSCC at:

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I. RULES

1. Acceptance

Any and all persons and groups making an official entry in SSCC sanctioned events are assumed to know the Rules. Participation in the event shall constitute acceptance of the Rules by every participant, and each participant acknowledges that any decision of the SSCC officials in the interpretation and enforcement of the Rules is final.

2. Event Officials

The SSCC appoints an **Event Director** for each event. The Event Director supervises the safety of the event. A participant's access to the course is at the sole discretion of the Event Director. The Event Director may designate various other officials including Chief of Technical Inspection, Tire Inspection, Touring Class Pace Car Driver, Timing, Communications, Course Workers, and any other appointments s/he deems appropriate.

3. Membership Requirements

In order to enter any SSCC event, **all drivers and navigators/co-drivers must** have a current membership. Annual Memberships expire on April 30th of the following year. Memberships received after the September event will be applied to the following year. Car number requests will not be considered with an Annual Membership. There is no annual fee for Life Members.

4. Entry

- A. An official SSCC application for entry must be **legibly completed**, signed, entry fee enclosed and received by SSCC as follows:
 - 1) Members (non life members) - available positions are filled as entry applications are received.
 - 2) Life Members- are guaranteed a grid position up to 30 days prior to the Event.
- B. SSCC reserves the right to accept or decline a "LATE" entry.
- C. SSCC reserves the right to reject any entry.

5. Cancellation Policy

Cancellations over thirty (30) days before the event will forfeit \$150 of the fees paid. Entries canceled between 15 and 30 days before the event will forfeit 50% of fees paid. Entries canceled less than 15 days prior to the event will receive no refund. Event no-shows forfeit all fees. By signing the entry application and thereby entering the event, you certify your understanding and acceptance of these terms.

6. Event Run Policy

SSCC will make every effort to insure that the Event will be started and completed in a timely manner. There may be occasions where Acts of God or Governmental Intervention may prevent the start and/or completion of the Event. If such an occasion were to arise, SSCC cannot issue refunds or rain checks.

7. Events

Open Road Challenge: 90 miles 1-way or 119.78 miles 2-way on The Silver State Classic Challenge Highway (Lund to Hiko or Check 3 to Hiko and back)

Team Challenge: Team competition within the main event (see “Team Challenge” section)

Half-Mile Shootout Option: Half mile on Highway 490 in Ely (see “High Noon Shootout” section)

One-Mile Shootout Option: 1 mile on Highway 490 in Ely (see “High Noon Shootout” section)

Associated Events:

Chihuahua Express (see “Chihuahua Express” section)

International Open Road Challenge Championship (see “International Championship” section)

8. Open Road Challenge Divisions and Classes

Division	Classes (Target Speed)	Tech Speed (max allowable speed)
Support Crew NORC only	90	112 mph
Touring	95, 100, 105, 110 mph	124 mph
Grand Touring	115, 120, 125 mph	140 mph
Grand Sport	130, 135, 140, 145, 150, 155	165 mph
Super Sport	160, 170	180 mph
Super Sport	180	180+
Unlimited	Unlimited	180+

A. Selecting Your Class:

1. “**Target Speed**” is the speed class you choose within a division. This is the “target” you are attempting to hit as an average speed for the course. The competition, with the exception of the Unlimited Class, is based on how close you come to the elapsed time for your Target Speed. Target Speed is always less than the Tech Speed except for the Unlimited Class.
2. “**Tech Speed**” is the maximum speed you are allowed to run during the event. Radar Speed readings are taken at irregular intervals along the course by event officials.

First time drivers, unless granted a special waiver by the Event Director, are limited to competing in the Touring Division. The Touring Division has a Tech Speed of 124 mph regardless of the safety equipment installed. Any driver in the Touring Division passing the Pace Car or exceeding 124 mph will be disqualified.

The tech speed will be affixed to the tech sticker so as to be visible to the Final Event Tech Inspector.

NOTE: If a driver is detected exceeding his/her Tech Speed, s/he will be **disqualified**. Flagrant violations may result in disqualification from future events up to and including permanent

disqualification. Flagrant violations may also result in a citation from onsite law enforcement officials. Reckless disregard for the Rules endangers the lives of participants, officials, workers, public safety officials, and endangers the future of the sport.

3. **“Minimum Speed”** is the minimum speed you must maintain on the course except for the start and for turns (e.g., the Narrows) and for safety hazards. The Minimum Speed for the Support Crew Class & Touring Division is 80 mph. Otherwise, the Minimum Speed is 30 mph below Target Speed (for Unlimited, the Minimum Speed is 160 mph). A driver who cannot or who chooses not to maintain Minimum Speed must completely and safely pull off the road and stop as his/her vehicle is considered disabled.

B. Hand Timing:

1. By opting in for Hand Timing, you are declaring that you will be using Basic Timing methods during the event. Basic Timing methods includes:
 - a. Stopwatch, wrist watch, hour glass, kitchen timer, etc.
 - b. OEM automotive GPS
 - c. Calculator (standalone, not part of SmartPhone) Consumer grade, off the shelf, GPS
2. Advanced Timing includes, but is not limited to:
 - a. Rally computers (off the shelf or custom built)
 - b. Laptops and tablets
 - c. Smart Phones
 - d. Purpose built, computer driven timing devices
 - e. Military grade GPS
 - f. Remote control of car by non-driver at undisclosed location
3. Determination of a devices being considered Basic or Advanced will be made by SSCC and will be final.
4. In addition to being scored in their respective Speed Class, Hand Timing participants will be scored by Division as follows:
 - a. 1st, 2nd and 3rd Place for Touring Division
 - b. 1st, 2nd and 3rd Place for Grand Touring Division
 - c. 1st, 2nd and 3rd Place for Grand Sport Division
 - d. Due to limited numbers, no Hand Timing awards for Super Sport

Drivers found to be using Advanced Timing after declaring Hand Timing will be, at a minimum, disqualified. If you have doubt as to whether your equipment is Basic or Advanced, please discuss with Chief of Tech or Rookie Liaison prior to registration.

9. Licensing and Instruction Requirements

- A. Drivers and Navigators/co-drives must be at least 18 years of age at the start of the event in all Classes except Super Sport and Unlimited, where the age threshold is 21 years.
- B. Drivers must have a valid state, military or international driver's license.

- C. Each participant is required to carry medical insurance.
- D. Entry of more than one car per driver is not permitted.
- E. Changes of driver or navigator/co-driver must be reported to Registration prior to 12 Noon Saturday before the event.
- F. Disqualified drivers will not be allowed to participate (see “Disqualification” section)
- G. ALL first time drivers must include proof of experience (event results or a Certificate of passing a driving school course) at the time they submit their entry application or they are required to attend the Instruction Session offered on the Thursday preceding the actual event day, unless the driver has obtained a waiver from the SSCC. This session is only offered in Las Vegas. The driver must bring the Instruction Session Certificate of Successful Completion to Registration in order to register for the event.
- H. First time drivers may not enter any Division/Class above a target speed of 110 mph unless otherwise waived by the SSCC.
- I. Drivers in Grand Touring must have prior successful SSCC driving experience in the Touring Division or a waiver from the SSCC.
- J. Drivers in the Grand Sport Division must have prior successful SSCC driving experience in the Grand Touring Division or a waiver from the SSCC.
- K. Drivers in the Super Sport Division – 160 Class - must have prior successful SSCC driving experience in the 150/155 mph class or a waiver from the SSCC.
- L. Drivers in the Super Sport Division – 170 Class – must have prior successful SSCC driving experience in the 160 mph class or a waiver from the SSCC.
- M. Drivers in the Super Sport Division – 180 Class – must have prior successful SSCC driving experience in the 170 mph class or a waiver from the SSCC.
- N. Drivers in the Unlimited Division must have prior successful SSCC driving experience in the 180 mph class or a waiver from the SSCC.
- O. Waiver requests along with proof of credentials must be submitted in writing to the Registrar at least 30 days prior to the event.
- P. Recognized competition licenses: SCCA, IMSA, USAC, PRO-NASCAR, FIA, NASA or other licenses may be approved at the discretion of the SSCC.
- Q. Motorcycles are not allowed.

II. Registration

After submitting an entry, each participant must register at the event during Registration open hours. It is NOT necessary to register prior to attending the Instruction Session, but you must register prior to the vehicle being presented for Technical Inspection. Registration will be open during certain designated hours on Thursday in Ely for the May event and at the Las Vegas host hotel/casino for the September event, and at certain designated hours on Friday and Saturday in the Bristlecone Convention Center in Ely for both events.

1. Liability Releases

Any and all persons admitted to the pre-grid, starting grid, event course, pits, or other designated restricted areas of an SSCC event must complete and sign the releases of liability requested by SSCC. This includes drivers, navigators/co-drivers, support crew, workers, media, and officials.

2. Promotion Releases

All participants empower the SSCC to represent them in assigning rights for reproduction by electronic broadcast and/or print media and automatically assign rights to utilize participant names, images, facsimiles, etc., in media-related materials and/or advertising and promotion related to sanctioned SSCC events.

3. Instruction Session Certificate of Completion

Each driver required to attend the Instruction Session must present the Instruction Session Certificate of Completion at Registration.

4. Medical Forms

Each participant must submit a completed medical form with the entry. All medical forms are good for two (2) years only. Each participant is responsible for updating that form with any changes such as drug sensitivities, etc. Each participant is required to submit proof of medical insurance with their entry, and to so stipulate at Registration.

5. License

Each driver must submit a copy of a valid driver's license with the entry and is responsible for showing the license upon request at Registration.

6. Event Officials, Workers, Media, Sponsors, Associate Sponsors

Access to the event's restricted areas requires registering with the SSCC and requires credentials that are issued at the mandatory Safety Meeting immediately following the Drivers' Meeting. The credentials must be visible during the event.

7. Sponsor Decals and Car Numbers

Registration Officials will issue sponsor decals and car numbers to participants along with a diagram showing where to affix them to the vehicle. An attempt will be made to issue your requested car number or one of the alternates you have noted on your entry form (earliest entry date prevails). Permanent car numbers are assigned to Life Members only.

- A. Event sponsor decals and SSCC-supplied car numbers must be affixed to your vehicle **BEFORE** going through Technical Inspection. SSCC-supplied car numbers **MUST** be displayed on both sides of your vehicle in order to participate. Other decals, logos, and advertising are permitted, if displayed tastefully.
- B. Retain the white backing from your car numbers to be used for signaling "okay" to course workers and aircraft in case you have to stop on course.
- C. Event sponsor decals and your SSCC-supplied car numbers must be properly displayed on your vehicle at the **Start Line** or you will not start and there will be no refund.

- D. **SSCC cannot be responsible for any improperly scored car if any other number is visible on the car besides the official SSCC number decals.**

III. Inspection

Each driver is responsible for the safety and race-worthiness of his/her vehicle. **No** equipment shall be **assumed “approved”** because it went through inspection unobserved, or because this rulebook does not specifically exclude it. Drivers must maintain their vehicles in a safe condition. Passing inspection does not relieve the Driver of any responsibility. It is the Driver’s responsibility to insure the safety of his/her vehicle during the event.

Only Registered participants will be allowed to present their vehicles for the mandatory Technical Inspection. Participants must have the following available for the inspection team:

- A. Your vehicle 100% ready to run in the event
- B. Self-inspection sheet (including Tire sheet) completed and signed by driver and, if applicable, navigator/co-driver. This form may be obtained on line from the SSCC website prior to registration.
- C. Rally Inspection Sheet (Tech Sheet) received at Registration completed and signed by driver and, if applicable, navigator/co-driver.
- D. Your vehicle with all event sponsor decals properly affixed including SSCC supplied car number decals on both sides of vehicle.
- E. Your personal safety gear including driving apparel, properly labeled helmet, etc. (See “Safety Regulations” section for detailed requirements)
- F. All safety equipment installed properly
- G. Your vehicle free and empty of all loose items not required in the event
- H. Any supplemental restraint systems (e.g., air bags) must be unobstructed (i.e., no laptops or other hard items between an occupant and an air bag)
- I. All camera mounts with cameras installed and secured

1. Inspection Procedures

The purpose of the Safety Inspection is to insure compliance with the Rules.

- A. Any vehicle not passing inspection will have to repair the deficiency and make the necessary repairs prior to running in the event. **No modifications are permitted after the final inspection**, unless requested by SSCC.

Re-inspection / Alteration / Damage:

After passing tech, it is the driver’s responsibility to inform Inspection Officials or the Event Director if the vehicle has undergone any repairs or been subjected to any damage after first inspection. This includes ANY off-road episodes or ANY accident. Failure to do so will result in disqualification.

- B. At the discretion of the Event Director, or his/her appointed officials, vehicles which do not meet minimum inspection standards in a particular Division may be transferred to the appropriate Division to which they qualify. There will be no adjustment of the entry fee in this circumstance.
- C. Any vehicle not in compliance with the Rules will not be allowed to participate. There will be no adjustment of the entry fee in this circumstance.

2. Thursday Inspection at the Las Vegas Host Hotel/Casino for the SSCC Event

Technical Inspection will be open during certain designated hours on Thursday in the SSCC car display area of the Las Vegas Host Hotel parking lot.

3. Friday Inspection in Ely

Technical Inspection will be open during certain designated hours on Friday at the Veteran's Memorial Park (formerly White Pine County Park) on Aultman Street located across from the White Pine Middle School in Ely.

4. Saturday Inspection in Ely

Technical Inspection will be open during certain designated hours on Saturday in the "Car Show" area of Broadbent Park in Ely. This is also a last chance to resolve any outstanding issues from prior inspection attempts.

IV. Mandatory Meetings

The SSCC will hold a Drivers' Meeting on Saturday at the Bristlecone Convention Center, in Ely. The Drivers' Meeting is **MANDATORY** for both drivers and navigators/co-drivers. Roll call will be taken. Failure to attend this mandatory meeting will result in **disqualification** of the entry.

The SSCC will also hold a Navigators'/Co-Drivers' Meeting on Saturday prior to the Drivers' Meeting at the Bristlecone Convention Center in Ely. The Navigators'/Co-Drivers' Meeting is **MANDATORY** for First Time Navigators/Co-Drivers, optional for all other participants. As with the Drivers' Meeting, roll will be taken. Any driver whose navigator/co-driver fails to attend the Navigators'/Co-Drivers' Meeting may incur a **2-second time penalty** on Sunday during the main event.

V. Timing and Scoring

- For every speed class except Unlimited, the purpose is to average as close as possible to your Target Speed.
- The SSCC uses GPS electronic timing with a manual backup system. In either case, the SSCC timing is official.
- Participants are encouraged to synchronize their watches with the SSCC timing clock displayed at the Start.
- Participants will be given a starting time at the start line by the SSCC official. This is typically at the top of a minute. However, depending on speed class and number of vehicles participating, starting time could fall at the 30 second mark of the minute.
- Participants will use a standing start, but the time starts at the designated time of day rather than any motion of the vehicle.
- A participant's time ends when the participant's vehicle breaks a light beam at the finish line or, in case of manual timing, when the SSCC Official captures the time manually when the vehicle crosses the finish line.

1. Disqualification

Any participant who is disqualified must contact the Event Director and complete their individual assignment prior to participating in their next SSCC event.

Reasons for Disqualification:

- Receiving a **moving violation** (speeding ticket) on Highway 490 and/or 318 - The Silver State Classic Challenge Highway (the two event courses) within 90 days prior to the event, or the day of the event that the participant is entered in, and the event officials are properly notified [this is required by the Nevada Department of Transportation].
- Doing a **burn-out** or other unsafe driving during the inspection, car show or the parade
- Failing to decrease speed and stop safely immediately after completing a Shoot-Out run on Highway 490
- **Exceeding Tech Speed**
- Finishing the event with an average speed **which exceeds the Target Speed by 10 mph or more**
- **Crossing the finish line below their minimum speed**
- **Continuing at a sustained speed more than 30 mph (80 mph for Support Crew & Touring Divisions) below the Target Speed** (Minimum Speed in Unlimited is 160 mph)
- In the Touring Division, passing the pace car or exceeding 124 mph
- Disregarding or over-driving a flag signal
- Impeding a safe pass
- Violating any of the Rules of the Road (see "Rules of the Road" section)
- Using Nitrous Oxide
- Using a parachute
- Failing to notify the Event Director of an incident that happened after tech inspection requiring re-inspection
- Other behavior or actions deemed by Event Director to be detrimental to the safety of the event.

2. Penalties

The SSCC will not award any trophy to a participant who is disqualified. The SSCC will notify a participant of the reason for disqualification and will withhold exact numbers, average speed results and radar speed results for any participant disqualified during the event. Flagrant violations may result in multi-year or permanent banishment from SSCC events. Safety is everyone's responsibility!

3. Awards

- The winner of each class (other than Unlimited) is the driver or driver/navigator/co-driver pair that records the least absolute time variance (i.e., over or under) off a perfect time for the class Target Speed.
- Trophies will be awarded to the top three drivers or driver/navigator pair in each class.
- A "Most Accurate" trophy will be awarded to the driver or driver/navigator/co-driver pair for the lowest time variance over all speed classes (except Unlimited).
- An overall trophy will be awarded to the driver or driver/navigator/co-driver pair that records the highest average speed for the event.

4. Protests

- Protests will not be accepted until the preliminary results are posted for the event.
- Protests must be registered in writing and accompanied by \$200.00 in cash with the Event Director.
- Protests must be registered in writing within 30 minutes of the time the preliminary results are posted for the event or the event shall be considered official and the results final.
- If accepted, protests will be considered at the next regular board meeting of SSCC after the Event. If the Board rules in favor of the Protestant, the protest fee will be returned.

VI. Rules of the Road

Violation of any of these listed rules is grounds for disqualification. Potential other penalties include:

- You may be barred from the event for years or permanently;
- You will not be given your radar speed or your average speed;
- Anything else we can think of to ruin your day

1. DRIVE SAFELY

Use good judgment at all times while on the course, having due regard for your fellow competitors. Never make a sudden lane change or maneuver unless absolutely necessary to avoid a collision or running off the roadway. When overtaking another car, it is your responsibility to do so safely, observing the rules for passing below. An accident on the course can ruin your whole day.

2. OBEY ALL OFFICIALS

Obey all orders and instructions given by event officials and law enforcement officers anywhere on the course including the Pre-grid and Finish Line Pits.

3. OBEY ALL FLAGS

Obey flag instructions at flag stations along the course and at the start and finish lines. There are only two flags that will be displayed on the course and your instructions upon seeing them are as follows:

RED FLAG – Stop as soon as is safely possible. Your vehicle needs to be beyond the fog-line (shoulder). Turn on your radio and listen for further instructions from course workers and/or flag station personnel before re-entering the course (this includes the finish line and pit area). **DO NOT** exit your vehicle. **DO NOT** creep up to the next course worker's station to find out what's going on. **DO NOT** reverse back to a course worker or flag station. **DO NOT** restart until you are instructed to do so.

YELLOW FLAG (waving) – Exercise **extreme** caution; there is something partially blocking the roadway ahead, probably another car, animal or debris. Definite reduction in speed is advised until passing the obstruction.

YELLOW FLAG (steady) – Exercise caution; there is something on the roadway ahead, e.g. water, dirt, gravel, debris, coolant, etc. Some reduction in speed is indicated until passing the problem area.

Disregarding a flag signal will be grounds for disqualification from the event.

4. NEVER REVERSE ON THE COURSE

You may never drive in reverse on the course during the event. This means no backing up along the shoulder or worse yet, turning around and driving against the flow of traffic either on the roadway or on the shoulder. This rule includes the Finish Pits!

5. NEVER EXCEED YOUR TECH SPEED

You may never at any time while on the course exceed your tech speed, period. Even the slightest infraction of this rule will result in severe penalties.

6. DO NOT DRIVE BELOW MINIMUM SPEED

If you cannot, or choose not to maintain a sustained minimum speed of at least 30 miles per hour under your target speed, or 80 miles per hour for the Touring Division, you must immediately pull off the roadway as described in #11 below. **You may not under any condition re-enter the event after once having stopped.**

ADHERE TO MINIMUM SPEED AT THE FINISH LINE.

7. PASS ONLY ON THE LEFT

Passing is only permitted on the left and then only on a straight-away. This is for your safety and that of the car you are overtaking. If you are being overtaken, you must pull fully into the right hand lane and stay there until passed. If you notice that you are being overtaken just before a turn, you may drive your line through the turn but then you must pull to the right as soon as safely possible after the turn. Signaling between drivers before passing is permitted but not required.

8. RADAR SPEED TRAP

As you approach the one publicized radar station **be especially watchful of your rear view mirrors.** Should you be overtaken in this area, standard passing rules apply. A courtesy use of your turn signal is recommended to show the overtaking car you are aware it is approaching.

9. IF YOU SEE AN ACCIDENT – Do Not Stop!

Our trained course officials, workers, and emergency personnel do not want to be impeded by additional stopped cars, untrained participants walking on the course, etc. By the time you were to stop, you would be far beyond the incident.

10. IF YOU HAVE TO STOP, STOP OFF THE ROADWAY

If you stop for any reason, stop your vehicle completely off the pavement and as far from the roadway as practically possible. You must then immediately exit your vehicle, with your radio and wave the “All Clear” signal using the White Backing from your car numbers. Proceed immediately to a position behind the fence where you must remain. **Trying to effect repairs while stopped is strictly prohibited.**

MEDICAL ASSISTANCE: If you need medical assistance, lie on the ground on the side of your vehicle, opposite the roadway, if possible. Use your radio, if possible. **If you do not exit your vehicle, OR if you lie on the ground, THE EVENT WILL BE STOPPED AND MEDICAL ASSISTANCE SENT TO YOU IMMEDIATELY.** Therefore, after exiting your vehicle, if you are uninjured, either stand or sit behind the fence, wave the “All Clear” signal and use your radio. Do not lie down.

ALL CLEAR SIGNAL: The **WHITE BACKING** from your car number should be waved in the **direction of the airplane and/or course worker to indicate that you are “OKAY.”** If you cause the event to be stopped for no good reason, you will not exactly be the most popular person of the day.

RADIOS: Be sure to take your radio with you when you exit your car. **TURN** your radio on! Be sure it is on Channel 5 to communicate with course workers.

**SAFETY FIRST!!!! – an incident will ruin everyone’s day.
Please remember that safety is everyone’s responsibility, INCLUDING YOURS.**

VII. Safety Equipment

1. General Safety Requirements

- A. There **must** be a **sealed** physical wall in place between the engine, fuel cell/gas tank and the passenger compartment. A firewall and floor shall prevent the passage of fluid, debris and flame into the Driver/Navigator/Co-Driver compartment. We recommend the firewall to be made of .024 steel or .032 aluminum or better.
- B. All cars must have at least one (1) rear view mirror.
- C. **Helmets: SA2010 or later**; must be labeled with the participants' name.
- D. All tires must have **metal valve stem caps** with o-rings
- E. Any item drilled for safety wire or cotter pins must be wired or pinned.
- F. Quick release seat belt clips must be safety wired.
- G. All pressurized containers with the exception of Accu-sumps must be behind the firewall.
- H. Each Division/Tech Speed has its own specific safety requirements in addition; please see the section for your Division and the quick-reference table for your Tech Speed.
- I. Cracked or broken windshields will not be allowed.

2. General Safety Recommendations

- A. Participants are strongly urged to upgrade their safety equipment to the highest standard.
- B. A scanner capable of receiving the 144 MHz -148 MHz frequency range is recommended.

3. Fuel Restrictions

- C. **In the Touring, Grand Touring, Grand Sport, Super Sport and Unlimited Divisions**, gasoline **only** is permitted. Alternative energy vehicles will be considered. No nitrous oxide injection or similar power increase is allowed. ***If the vehicle is such equipped, the bottle must be removed from the vehicle.*** NO proportion of nitro methane or similar additive is allowed. Octane boosters such as "104" are permitted if less than 2 percent of the total gasoline volume.
- D. No fuel may be carried in the vehicle in any container other than the gas tank or fuel cell
- E. Secondary permanently mounted tanks or cells are allowed subject to the Tech Inspector's approval.

4. Passenger Compartment Guidelines:

The following are the guidelines for what is permitted in the passenger compartment of your race car. All other items must be out of the passenger compartment when you approach the Start Line or you will not be allowed to run.

- A. Soft cloth items are OK as long as they are secured so as not to fly around.
- B. Non-breakable drink containers properly secured in such a fashion that they cannot move, such as taped to the roll bar.
- C. Laptops, clipboards, etc. must be secured such that they cannot move in case of an incident. NOTE: If your car has an airbag they cannot be mounted in front of the participants unless the airbag has been disabled. (see additional information below)
- D. Clipboards, if handheld, must be collapsible.
- E. Handheld stopwatches are OK.
- F. Support Crew Division Pickup trucks shall have bed contents firmly secured so as not to blow onto roadway during event. Interior of vehicles shall be free of loose objects as with Touring Division

Additional Information Regarding Laptops:

No HAND HELD laptops, unless they are hard mounted and out of the path of the airbag system and in a fashion that doesn't obstruct the view outside of the vehicle.

At your option, if your vehicle is equipped with a factory airbag shut off or an approved aftermarket installation (documentation required: National Highway Traffic Safety Administration Form 603), you may hard mount a laptop or other device in front of the passenger as long as the passenger is wearing a five (5) or six (6) point harness.

5. Support Crew Division (NORC Only)

Class: 90 Technical Speed: 112 mph

The following are the Minimum Requirements for the Support Crew Division:

- A. The Support Crew Division shall have a top speed of 112 mph. This speed may not be exceeded at any time.
- B. A 2 ½ pound fire bottle containing at least BC is the minimum, with a secure quick-release mounting bracket made of metal and must be within easy reach of the driver.
- C. Correctly installed factory seat belts, OEM or better, is the Minimum Standard. Belts must be in "as new" condition. Belts of not more than five (5) years of age are recommended.
- D. The use of a proper racing safety harness system is highly recommended (see "Restraint Systems" section, including note on Harness Bars)
- E. A competition approved Roll Bar for an open vehicle is required (see "Rollover Protection" section)
- F. DOT approved "S" rated tires (or better) will be considered the Minimum Requirement. DOT approved "U", "H", "V", or "Z" rated tires are recommended (see "Tires" section).

- G. **2020 events will require a SNELL Foundation SA 2010 (or later) helmet in good condition, with participants' name as the minimum standard.** Shatter proof eye protection is recommended (shatter proof eyeglasses will be considered the Minimum Standard). Motorcycle helmets will NOT be accepted. (See section VII, paragraph 1 for helmet and labeling requirements.)
1. Full face helmet is recommended.
 2. A Nomex head sock is recommended.
 3. A padded helmet support (headrest) is recommended.
 4. A Helmet Restraint System, such as Hans or similar, is recommended.
- H. See "Clothing Requirements" section for clothing specifications.
- I. A radio scanner is recommended. Any scanner capable of receiving the 144 MHz – 148 MHz frequency range.
- J. No parachutes. If vehicle is such equipped, the parachutes must be removed from the vehicle.
- K. No Nitrous Oxide Injection or similar power increase allowed. If the vehicle is such equipped, the bottle must be removed from the vehicle.

6. Touring Division

Classes: 95, 100, 105, 110 Technical Speed: 124 mph

The following are the Minimum Requirements for the Touring Division:

- L. The Touring Division shall have a top speed of 124 mph. This speed may not be exceeded at any time.
- M. A 2 ½ pound fire bottle containing at least BC is the minimum, with a secure quick-release mounting bracket made of metal and must be within easy reach of the driver.
- N. Correctly installed factory seat belts, OEM or better, is the Minimum Standard. Belts must be in "as new" condition. Belts of not more than five (5) years of age are recommended.
- O. The use of a proper racing safety harness system is highly recommended (see "Restraint Systems" section, including note on Harness Bars)
- P. A competition approved Roll Bar for an open vehicle is required (see "Rollover Protection" section)
- Q. DOT approved "U" rated tires (or better) will be considered the Minimum Requirement. DOT approved "H", "V", or "Z" rated tires are recommended (see "Tires" section).

- R. **2020 events will require a SNELL Foundation SA 2010 (or later) helmet in good condition, with participants' name as the minimum standard.** Shatter proof eye protection is recommended (shatter proof eyeglasses will be considered the Minimum Standard). Motorcycle helmets will NOT be accepted. (See section VII, paragraph 1 for helmet and labeling requirements.)
 - 5. Full face helmet is recommended.
 - 6. A Nomex head sock is recommended.
 - 7. A padded helmet support (headrest) is recommended.
 - 8. A Helmet Restraint System, such as Hans or similar, is recommended.

- S. See "Clothing Requirements" section for clothing specifications.

- T. A radio scanner is recommended. Any scanner capable of receiving the 144 MHz – 148 MHz frequency range.

- U. No parachutes. If vehicle is such equipped, the parachutes must be removed from the vehicle.

- V. No Nitrous Oxide Injection or similar power increase allowed. If the vehicle is such equipped, the bottle must be removed from the vehicle.

7. Grand Touring Division

Classes: 115, 120, 125 Technical Speed: 140 mph

The following are the Minimum Requirements for the Grand Touring Division:

- A. In order to enter the Grand Touring Division, the Driver must have successfully completed at least one previous SSCC open road event in the Touring Division, or received a waiver from SSCC.

- B. A 2 ½ pound fire bottle containing at least BC is the minimum, with a secure quick-release mounting bracket made of metal and must be within easy reach of the driver.

- C. A five or six-point safety harness system that includes three-inch (3") shoulder and lap belts as a minimum (see "Restraint Systems" section, including note on Harness Bars). All belts must be in "as new" condition, no more than five (5) years old from manufacture date or no more than three (3) years old from validation date. Exception would be FIA rated belts which may have 5 year expiration by default. Sternum belts are recommended for seats that do not support the shoulder straps.

- D. Arm Restraints or window nets are **mandatory**.

- E. A competition approved Roll Bar for an open vehicle is required (see "Rollover Protection" section)

- F. DOT approved "V" rated tire (or better) will be considered the Minimum Requirement. DOT approved "Z" rate tires are recommended (see "Tires" section).

- G. **2020 events will require a SNELL Foundation SA 2010 (or later) helmet in good condition, with the participants' name as the minimum standard.** Shatter proof eye protection is recommended (shatter proof eyeglasses will be considered the Minimum Standard). Motorcycle helmets will NOT be accepted. (See section VII, paragraph 1 for

helmet and labeling requirements.)

1. Full face helmet is recommended.
2. A Nomex head sock is recommended.
3. A padded helmet support (headrest) is recommended.
4. A Helmet Restraint System, such as Hans or similar, is recommended.

H. See "Clothing Requirements" section for clothing specifications.

I. A radio scanner is recommended. Any scanner capable of receiving the 144 MHz – 148 MHz frequency range.

J. No parachutes. If vehicle is such equipped, the parachutes must be removed from the vehicle.

K. No Nitrous Oxide Injection or similar power increase allowed. If the vehicle is such equipped, the bottle must be removed from the vehicle.

8. Grand Sport Division

Classes: 130, 135, 140, 145, 150, 155 Technical Speed: 165 mph

The following are the Minimum Requirements for the Grand Sport Division:

- A. In order to enter the Grand Sport Division, the Driver must have successfully completed at least one previous SSCC open road event in the Grand Touring Division, or received a waiver from SSCC.
- B. A 2 ½ pound fire bottle containing at least BC is the minimum with a secure quick-release mounting bracket made of metal and must be within easy reach of the driver. A competition-approved fire system and fuel cell is recommended.
- C. A five or six-point safety harness system that includes three-inch (3") shoulder and lap belts as a minimum (see "Restraint Systems" section, including note on Harness Bars). All belts must be in "as new" condition, no more than five (5) years old from manufacture date or no more than three (3) years old from validation date. Exception would be FIA rated belts which may have 5 year expiration by default. Sternum belts are recommended for seats that do not support the shoulder straps, however large metal buckles on the sternum strap are not recommended. The use of a "cam-lock" seat belt locking system is recommended.
- D. Arm Restraints or window nets are **mandatory**.
- E. A competition approved Roll Bar is required (see "Rollover Protection" section)
- F. DOT approved "Z" or "W" rated tires are required. (see "Tires" section).
- G. **2020 events will require a SNELL Foundation SA 2010 (or later) helmet in good condition, with the participants' name as the minimum standard.** Shatter proof eye protection is recommended (shatter proof eyeglasses will be considered the Minimum Standard). Motorcycle helmets will NOT be accepted. (See section VII, paragraph 1 for helmet and labeling requirements.)
 1. Full face helmet is recommended.
 2. A Nomex head sock is recommended.

3. A padded helmet support (headrest) is recommended.
 4. A Helmet Restraint System, such as Hans or similar, is highly recommended.
- H. See “Clothing Requirements” section for clothing specifications.
- I. A radio scanner is recommended. Any scanner capable of receiving the 144 MHz – 148 MHz frequency range.
- J. A driveshaft loop is recommended for front engine, rear drive vehicles that would impede a ground strike by the front of the drive shaft.
- K. No parachutes. If vehicle is such equipped, the parachutes must be removed from the vehicle.
- L. No Nitrous Oxide Injection or similar power increase allowed. If the vehicle is such equipped, the bottle must be removed from the vehicle.

9. Super Sport Division

The following are the minimum requirements for the Super Sport Division
Classes: 160, 170 Technical Speed: 180

NOTE: Super Sport Class drivers and navigators seeking a tech speed of 180+ must be at least 21 years old.

A. In order to enter at a speed greater than 160 mph, the driver must have successfully completed at least one previous SSCC open road event at an average speed of 150 mph or received a waiver from SSCC. To enter a speed greater than 170 mph, the driver must have successfully completed at least one previous SSCC open road event at an average speed of 160 mph or received a waiver from the SSCC.

B. A competition approved fire system and fuel cell is required (see “Fire System and Fuel Cell” section).

C. A five or six-point safety harness system that includes three inch (3”) shoulder and lap belts as a minimum (see “Restraint Systems” section). All belts must be in “as new” condition and must be no more than two (2) years old from manufacture date or be within the calendar year of the validation date.

D. Some sort of head support (headrest) is required.

E. Arm restraints or window nets are mandatory.

F. A competition approved Roll Cage is required (see “Rollover Protection” section).

G. DOT approved “Z” or “Y” rated tires less than two (2) years old or approved racing tires are required (see “Tires” section).

H. A padded steering hub and collapsible steering column are required.

I. **2020 events will require a SNELL Foundation SA 2010 (or later) helmet in good condition, with the participants’ name as the minimum standard.** Motorcycle helmets will NOT be accepted. (See section VII, paragraph 1 for helmet and labeling requirements.)

1. Full face helmet is **highly recommended**.
2. A padded helmet support (headrest) is required.

3. A Helmet Restraint System, such as Hans or similar, is required.

J. See “Clothing Requirements” section for clothing specifications.

K. A driveshaft loop is required for front engine, rear drive vehicles that would impede a ground strike by the front of the drive shaft.

L. Recommendations:

1. A 10 lb. Fire Suppression system and dual interior nozzles for those in the SS and Unlimited classes who are carrying passengers is recommended.

2. A Blow-Proof Bell housing is recommended for those in the SS and Unlimited classes.

3. A radio scanner is recommended: any scanner capable of receiving the 144 MHz – 148 MHz frequency range.

M. No parachutes. If vehicle is such equipped, the parachutes must be removed from the vehicle.

N. No Nitrous Oxide Injection or similar power increase allowed. If the vehicle is such equipped, the bottle must be removed from the vehicle.

10. Super Sport 180 and Unlimited Division

Classes: 180, Unlimited Technical Speed: 180+ (160 minimum)

The following are the minimum requirements for the Unlimited Division and for the 180 speed class in the Super Sport Division:

A. In order to enter at a speed greater than 180 mph, the Driver must have successfully completed at least one previous SSCC open road event at an average speed of 170 mph or higher, or received a waiver from SSCC. To enter the Unlimited Division the Driver must have successfully completed at least one previous SSCC open road event at an average speed of 180 mph or received a waiver from SSCC.

B. All drivers and navigators/co-drivers must be at least 21 years old.

C. A competition approved fire system and fuel cell is required (see “Fire System and Fuel Cell” section).

D. A five or six-point safety harness system that includes three inch (3”) shoulder and lap belts as a minimum (see “Restraint Systems” section). All belts must be in “as new” condition and must be no more than two (2) years old from manufacture date or be within the calendar year of the validation date.

E. Some sort of head support (headrest) is required.

F. Arm restraints or window nets are mandatory.

G. A competition approved Roll Cage is required (see “Rollover Protection” section).

H. Approved racing tires are required (see section VIII Tires).

I. A padded steering hub and collapsible steering column are required.

J. 2020 events will require a SNELL Foundation SA 2010 (or later) helmet in good condition, with the participants' name as the minimum standard. Motorcycle helmets will NOT be accepted. (See section VII, paragraph 1 for helmet and labeling requirements.)

1. Full face helmet is **mandatory**
2. A padded helmet support (headrest) is required.
3. A Helmet Restraint System, such as Hans or similar, is required.

K. See "Clothing Requirements" section for clothing specifications.

L. A driveshaft loop is required for front engine, rear drive vehicles that would impede a ground strike by the front of the drive shaft.

M. Recommendations:

1. A 10 lb. Fire Suppression system and dual interior nozzles for those in the SS and Unlimited classes who are carrying passengers is recommended.
2. A Blow-Proof Bell housing is recommended for those in the SS and Unlimited classes.
3. A radio scanner is recommended: any scanner capable of receiving the 144 MHz – 148 MHz frequency range.
4. A larger steering wheel is recommended. The intent is to slow steering response at speed.

N. No parachutes. If vehicle is such equipped, the parachutes must be removed from the vehicle.

O. No Nitrous Oxide Injection or similar power increase allowed. If the vehicle is such equipped, the bottle must be removed from the vehicle.

11. Quick Reference Guide: Required Safety Equipment by Tech Speed

Class: Tech Speed:	90 - 110 124	115 - 125 140	130 - 155 165	160 & 170 180	180 & UNL UNL
Fire extinguisher	2.5 lbs BC metal bracket	2.5 lbs BC metal bracket	2.5 lbs BC metal bracket	Fire system	Fire system
Restraints (see section IX)	Factory-good condition <5 years old	5- or 6-point Harness As New <5 years old	5- or 6-point Harness <5 years old	5- or 6-point Harness < 2 years old	5- or 6-Point Harness < 2 year years old
Helmet	SA 2010 or newer	SA 2010 or newer	SA 2010 or newer	SA 2010 or newer-full face is highly recommended	SA 2010 or newer – Must be full face
Headsock	Long hair/beard	Long hair/beard	Long hair/beard	Long hair/beard	Long hair/beard
Tires (see section VIII)	U- minimum S for 90 mph	V- minimum	W minimum < 5 yrs old	Z or Y minimum < 2 yrs old	Approved Race Tire Required < 2 yrs old
Rollover protection (see section X)	Factory minimum- Roll bar recommended- Mandatory in Open Vehicle	Roll bar recommended – Mandatory in Open Vehicle	Roll Bar Mandatory	Roll cage Mandatory	Roll cage Mandatory
Headrest	Recommended	Recommended	Mandatory	Mandatory	Mandatory
Arm restraints or window nets		Mandatory	Mandatory	Mandatory	Mandatory
Head/Neck Restraint (such as HANS)	Recommended	Recommended	Recommended	Mandatory	Mandatory
Fuel cell (see XI)				Mandatory	Mandatory
Collapsible steering column				Mandatory	Mandatory
Padded steering hub				Mandatory	Mandatory
Drive shaft loop				Mandatory	Mandatory
Nitrous Oxide	Disallowed	Disallowed	Disallowed	Disallowed	Disallowed
Parachute	Disallowed	Disallowed	Disallowed	Disallowed	Disallowed
Blow-proof bell housing				Recommended	Recommended
Large diameter steering wheel					Recommended
Metal valve stem caps	Mandatory	Mandatory	Mandatory	Mandatory	Mandatory
Additional Checks Outside Vehicle:			Additional Checks Inside Vehicle:		
No loose wheel bearings			No loose items		
No loose bodywork			Seat belt clips and mounts		
Condition of belts and hoses			Seat mounts		
Battery mount			Only soft or collapsible clipboards		
Fluid leaks			Secure camera/GPS mounts		

12. Clothing Requirements

NAME AND BLOOD TYPE ARE REQUIRED ON THE DRIVER'S AND NAVIGATOR'S/CO-DRIVER HELMET.

2018 EVENTS REQUIRE A SNELL FOUNDATION SA 2010 (OR LATER) HELMET IN GOOD CONDITION AS THE MINIMUM STANDARD.

A. Touring and Grand Touring Divisions:

- Non-synthetic clothing (cotton, wool, leather, etc.) covering the torso, arms and legs, plus leather or fire resistant gloves and leather topped shoes (both without holes) is the minimum standard.
- Shatter-proof eye protection (e.g., high quality eyeglasses or sunglasses) required.
- Golf gloves or driving gloves with holes or open backs are not permitted. Mechanics gloves with leather palms but synthetic backs are not permitted.
- Athletic shoes with holes or mesh are not permitted.
- A fire resistant driving suit and underwear for the driver/navigator/co-driver is recommended.
- Long hair and/or beards require a fire resistant balaclava or head sock for both drivers and navigators.

B. Grand Sport, Super Sport and Unlimited Divisions:

- A fire-resistant racing suit grade 3-2A/5 (grade 3-2A/10 is recommended for Unlimited) **OR**
- A fire-resistant racing suit grade 3-2A/1 worn with a fire resistant underwear suit, is the minimum required protection allowed.
- Proban or other treated cotton suits are **not** permitted.
- Fire retardant shoes, socks and gloves (leather palms OK). Grade 3-2A/10 is recommended protection for unlimited.
- Fire resistant underwear is recommended for all classes.
- Long hair and/or beards require a fire resistant balaclava or head sock for both drivers and navigators/co-drive.

C. Approved Helmets:

- Snell foundation approved with a sticker reading SA 2010 or later.
- SFI foundation approved with a sticker reading 3.1a; 3.2a and 3.1
- FIA standard marked 8860-2004
- British standard marked BS:6658-85
- Motorcycle helmets will NOT be accepted.

D. Helmet Restraint Systems:

A head/neck restraint such as HANS or Safety Solutions or similar is MANDATORY for speed classes of 160, 170, 180 and Unlimited and is highly recommended for all other Speed classes.

VIII. Tires

1. LOAD CARRYING CAPACITY

ALL TIRES MUST HAVE AN EQUAL OR GREATER LOAD CARRYING CAPACITY THAN THE ORIGINAL TIRE (e.g., the base tire for a 1999 Mustang is a P205/65R15 rated @ 1400 lbs. Any replacement tire must have a load rating of at least 1400 lbs. regardless of the speed rating or in what Division/Class the vehicle is competing.)

2. SPEED RATING

ALL TIRES MUST HAVE AN EQUAL OR GREATER SPEED RATING THAN ORIGINAL EQUIPMENT (OEM) REGARDLESS OF IN WHAT DIVISION/CLASS THE VEHICLE IS COMPETING (e.g., A 1992 BMW 535i comes equipped with 225/60VR15 tire from the factory. The car must have tires with a V or higher speed rating to compete in any class, including Touring.)

A. Support Crew Division

DOT approved "S" rated tires (or better) will be considered the Minimum Standard

B. Touring Division

DOT approved "U" rated tires (or better) will be considered the Minimum Standard.

C. Grand Touring Division

DOT approved "V" rated tires (or better) will be considered the Minimum Standard.

D. Grand Sport Division

DOT approved "Z" or "W" rated tires are required. Must not be more than five (5) years old and in good condition.

E. Super Sport Division

DOT approved "Z" or "Y" rated or approved racing tires are required. Must not be more than two years old and in good condition.

F. Unlimited Division

Approved racing tires are required.

-OR-

Approved (Y) rated tires. Please note that while a (Y) rated tire is defined as a tire that has been tested to speeds in excess of 186 mph, exactly how much over 186 mph is determined by the manufacturer and may even vary between different size tires of the same model. Most tire manufacturers are reluctant to share this information, so it must be researched in advance for approval.

- 3. Racing Tires:** Because racing tires do not have load or speed ratings, those who wish to use such tires must submit the type of vehicle, the top speed, and the intended tire make, model, & sizes for pre-approval.
- 4.** A low tire pressure warning system is **highly** recommended.

5. Requirements:

- A. **Valve stem caps made of metal with "O" ring seats are mandatory in all classes.**
- B. Tubes will not be allowed in tubeless tires in any class.
- C. IN ANY SPEED CATEGORY, TIRES OR WHEELS MAY NOT RUB ON ANY PART OF THE SUSPENSION, FRAME, OR BODYWORK.
- D. Tires must be in excellent condition and suitable for sustained use at the car's maximum speed.
- E. All four tires **should** be the same brand & model. Left & Right tires **must** be the same size, brand & model.
- F. It is highly recommended that tires used within 10 mph of their maximum speed rating should be shaved to 4 or 5/32".
- G. Tires must be mounted on wheels of proper width as listed by the tire and wheel manufacturer.
- H. Tire Speed Rating Information: The following information is made available to the participant in order to assist their preparation.

Q = 100 mph	R = 106 mph	S = 112 mph	T = 118 mph
U = 124 mph	H = 130 mph	V = 149 mph	Z = 149 mph+
W = 168 mph	Y = 186 mph+		

NOTE:

Some people have inquired about using racing tires in lower speed classes. Given that racing tires are far more susceptible to puncture, we would recommend using an appropriate street tire. We see no reason, however, to disallow the use of racing tires in lower division, but strongly recommend that extra care be taken when using such tires.

A **TIRE INSPECTION** sheet can be located on our website.

Contact the Tire Consultant concerning alternative tire ratings.

Please call the Tire Consultant with these or any further questions.

If you have any questions regarding your tires PRIOR to the event, contact:

Tire Consultant: Eric Pettersen
(925)519-1168 after 6:30 p.m. Pacific Time
Email: tire_guy@sbcglobal.net

tire_guy@sbcglobal.net

More information is available from **The Tire Rack** on our website or using the link below:
Air Pressure / Load Adjustment for High Speed Driving

www.tirerack.com/tires/tiretech/techpage.jsp?techid=72

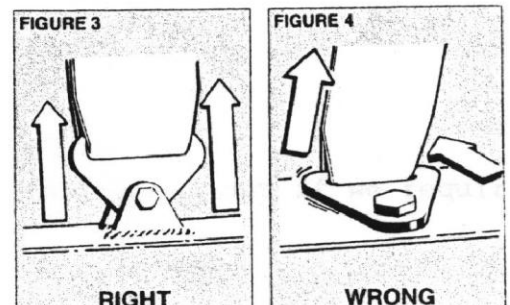
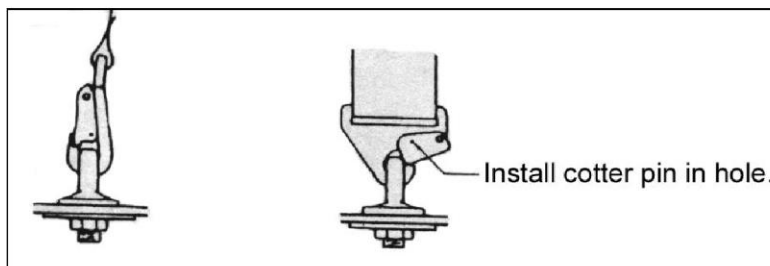
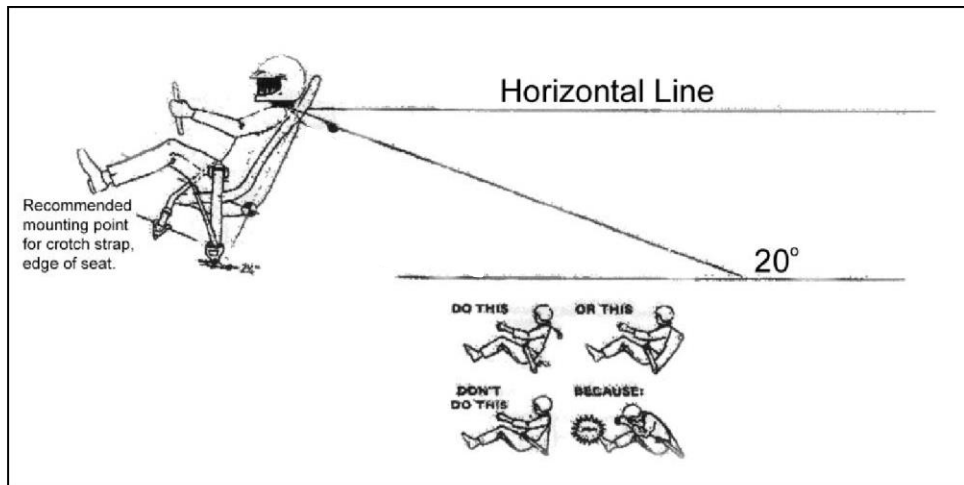
IX. Restraint Systems

1. Seat Belt Requirements:

A. **Touring Division:** Factory stock belts (three (3) point), OEM or better, in good condition, not frayed or excessively worn, are the Minimum Required. A five (5) or six (6) point harness is recommended. A 4-point system, Schroth Pro ASM, FIA 8853-98 approved may be used when the OEM factory seats do not have a provision for the anti-submarine strap. The manufacturer's instructions must be **followed exactly**, and the **instructions must be provided at tech inspection**.

B. **All Other Divisions:** A five (5) or six (6) point harness system is **mandatory**.

- 1) Three inch (3") lap and shoulder belts are the Minimum Standard required - (two inch (2") lap belts approved by FIA with labels and three (3") shoulder belts may be used in harness). Two inch (2") shoulder harnesses accepted only if the HANS device is used by both Driver and Navigator.
- 2) Mounting points must be at, or on the roll cage, frame member or body panel. The shoulder harness shall be mounted behind the driver and supported above a line drawn downward from the shoulder point, **no more than 20 degrees from horizontal**.
- 3) The belts should be mounted in such a way so as not to cause undue spinal compression and never above horizontal.
- 4) If mounted to the body panel adequate spreader plates should be used.
- 5) Belts must be mounted on a frame member or roll cage in the Unlimited Division.
- 6) Mounting to sheet metal (or fiberglass) is specifically prohibited.
- 7) Installation of belts must follow with manufacturers mounting instructions. See examples below.
- 8) **NO "Y" type strap** shoulder belts will be allowed.
- 9) **DIAGRAM BELOW IS FOR REFERENCE PURPOSES**



2. Belt/Restraint Age Requirements:

- A. All belts/restraints must be in "as new" condition, not frayed or excessively worn (< 5 yrs old), expiring after the fifth year regardless of the month.
- B. B. The belts must not be more than three (3) years old and in "like new" condition expiring after the third year regardless of the month, in the Super Sport and Unlimited Divisions.

3. **Arm Restraints:** Arm restraints or window nets are mandatory in Grand Touring, Grand Sport, Super Sport & Unlimited and highly recommended for Touring Division.
4. **Seats:** Seats must be firmly affixed to the roll cage and/or basic structure of the car. In the SS and UNL classes have the seats mounted to the roll bar or frame-either welded or grade 5 or better fasteners. The use of proper racing seats is recommended. Aluminum, steel or fiberglass material is recommended.
5. **Harness Bars:** SSCC simply goes by the design and intent of the manufacturer; i.e., harness bar (harnesses can be mounted directly to it) or harness guide bar (harnesses must be attached to an approved attachment point and simply guided by the bar).

X. Rollover Protection

1. Roll Bar Specifications

A. Roll Bar

A Competition Roll Bar is mandatory in ALL Open Vehicles, such as convertibles, T-Tops, etc, in ALL Divisions. A Competition Roll Bar is mandatory in the Grand Sport Division and recommended in Grand Touring and Touring.

C. Basic Design Considerations

The basic purpose of the roll bar/roll cage is to protect the driver in case the vehicle rolls over. This purpose should not be forgotten. It is recommended to use a professional designer and installation.

The top of the roll bar shall not be below the top of the driver's helmet in a closed car and a minimum of two (2) inches above the driver's helmet in an open car when the driver is in the normal driving position. It shall not be more than six (6) inches behind the driver.

The two vertical members forming the side of the hoop shall not be less than fifteen (15) inches apart, inside dimensions, at their attachment point to the uppermost chassis member.

An inspection hole of at least 3/16-inch diameter must be drilled in a non-critical area of the roll bar member to facilitate verification of wall thickness. This should be at least three inches from any weld or bend.

Cars with factory built or factory reinforced roll structures may be allowed in the Grand Sport Division. They will be evaluated on a per car basis. The decision of the Event Director will be final.

D. Material

The roll bar hoop and all braces must be of seamless DOM (Drawn over Mandrel) mild steel tubing 1020 thru 1025 or alloy tube steel SAE 4130 chrome-moly. Proof of alloy, leave unpainted. All NEW roll bars must meet or exceed this requirement.

The size of the tubing to be used must be determined on the basis of the weight of the car. (see "Tubing Size" section) ERW or EWS (Electric Resistance Welded or Electric Welded Seamed) tubing is not permitted.

E. Fabrication

The main vertical hoop must be one continuous length of tubing with smooth mandrel bends and no evidence of crimping or wall failure. No bend radius will be smaller than 3 times the tube diameter.

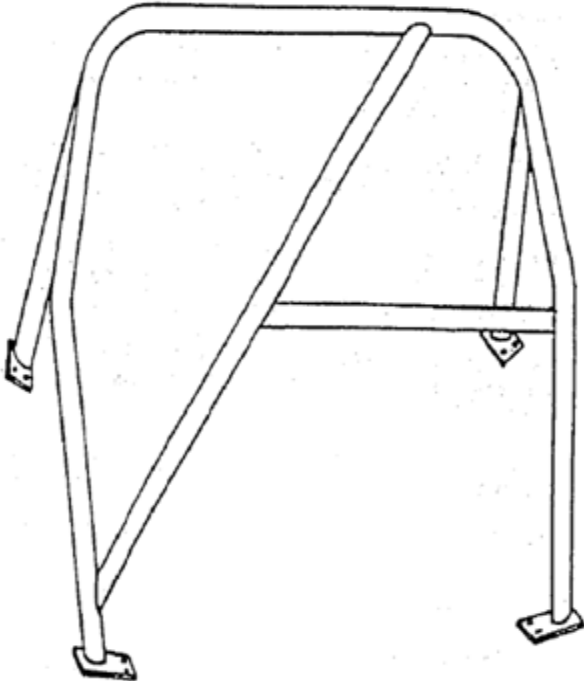
1. All welding must be of the highest quality with full penetration. All attachments points must be welded 360 degrees around the tube. Welding must conform to American Welding Society codes.
2. It is recommended that gussets should be welded at the junction of any tubes.

F. Bracing

It is recommended that braces be of the same size tubing as used for the roll bar itself. A headrest is required if not part of the seat.

All roll bars must be braced in a fore or aft direction with the brace attached within six (6) inches of the top of the hoop, and at an angle of at least thirty (30) degrees from vertical.

It is required that a diagonal brace be used to triangulate the main hoop, and it is highly recommended that this brace be attached at the top on the driver's side and attached to the bottom on the "passenger" side. **See diagram:**



G. Mounting Plates

Roll bars and braces must be attached to the frame of the car whenever possible. Mounting plates must be used for this purpose. When the **main hoop** is attached to sheet metal, such as a floor attaching point for unibody cars, the mount plate must be at least **36** square inches (6" x 6" plate), minimum of 24 square inches (6" x 4" plate), with a minimum of 4" in any direction, on both sides of the sheet-metal or that provided by the manufacturer. If possible, the plate should extend up the vertical wall.

1. A minimum of double-nutted 3/8 inch grade 5 bolts for self-locking or welded nuts shall be used to bolt to the car. No bolts are needed if the bar is welded to the car's frame. Plates welded to the floor must be at least as thick as the bars tube. Mounting plates welded to the unibody or frame must be at least as thick as the bars tube wall.
2. In the case of cars with unitized or frame less construction, mounting plates must be used to secure the

roll bar structure to the floor of the car. The important considerations is that the load be distributed over as large an area as possible. Plates bolted to the floor must be at least 3/16 inch thick and be placed on both sides of the sheet metal. These must be held in place with at least three (3) bolts of 3/8 inch diameter grade five (5) or better with self locking nuts. A back-up plate of equal size and thickness must be used on the opposite side of the panel with the plates through-bolted together.

H. Removable Roll Bars

Removable roll bars and their braces must be very carefully designed and constructed to be at least as strong as a permanent installation. If one tube fits inside another to facilitate removal, the removable portion must bottom on the permanent mounting, and the mounting hardware used to secure each joint must be grade five (5) or better. It is recommended that the telescope section be at least eight (8) inches in length. At the permanent mounting, two (2) bolts 3/8 inches in diameter, grade five (5) minimum with self locking nuts.

I. Installations on Cars of Space Frame or Frameless Design

It is important that the structures be attached to cars in such a way as to spread the loads over a wide area. It is not sufficient to simply attach the roll bar to a single tube or junction of tubes. The roll bar must be designed in such a way as to be an extension of the frame. Considerable care must be used to add as necessary to the frame structure itself in such a way as to properly distribute the loads. It is not true that a roll bar can only be as strong as and single tube of the frame.

On cars of frame less construction, consideration should be given to using a vertical roll bar hoop of 360 degrees completely around the inside of the car, and attaches with suitable mounting plates. This type of roll bar then becomes a substitute for the frame.

J. Other Designs

Deviations from the above will be considered.

K. Roll Bar Padding

Roll bar padding **must** be used to protect the Driver/Navigator in all areas of possible contact. (See Page 31)

L. Minimum Tubing Sizing

The size of the tubing to be used shall be determined on the basis of the weight of the car.

Under 2700 lbs.	DOM	1.65" O.D. X .080 wall mild
	DOM	1.50" O.D. X .095 wall alloy
2700 lbs or Over	DOM	1.50" O.D. X .120 wall mild or alloy
	DOM	1.75" O.D. X .095 wall mild or alloy
	DOM	2.00" O.D. X .080 wall mild or alloy

2. Roll Cage Specifications

A. A roll Cage is mandatory in the Super Sport and Unlimited Divisions.

1. The cage may be removable or may be permanently welded, or any combination thereof, providing that all aspects of the cage meet these rules.
2. A NASCAR style roll cage is highly recommended.
3. Material, Fabrication, Bracing and Installation specifications are the same as the specifications for a Roll Bar. (see "Roll Bar Specifications" section)
4. None of the tubing may show any signs of crimping or wall failure. All bends must be Mandrel type
5. One continuous length of roll bar tubing shall be used as the main hoop. The main hoop must consist of not more than four (4) bends maximum, totaling one hundred eighty (180) degrees +/- ten (10) degrees.
6. At least one (1) diagonal brace must be used in the same plane as the main hoop. One end of the diagonal brace shall attach to the corner or horizontal part, of the main hoop above the drivers' head, within twelve (12) inches of the drivers'-side corner.
7. The forward hoops extend from the main hoop (in a forward direction) to the floor by following the roof and the "A" pillar of the car. There must be a bar connecting the two (2) forward hoops at the top of the windshield mounted as close to the roof as possible.
8. The main hoop must have two (2) braces extending to the rear. The braces shall be attached as near as possible to the top of the main hoop, and no more than six (6) inches below the top.
9. At least two (2) door bars are required on each side of the vehicle. A horizontal bar at or near the sill plate from the main hoop to the front "A" pillar hoop and the second bar running from the main hoop (at least hip high) to the front hoop. It may run down to the first bar intersection on the front hoop). X-cross bars are allowed.
10. The roll cage shall be mounted to the floor of the car in six, seven, or eight points. All cage attachment points must be mounted to plates.
11. Welded mounting plates must be at least as thick as the tube wall.
12. The attaching points of a bolt-in cage to the body must use reinforcing plates to sandwich the body. At least three bolts are required for each bolt-in plate and the plate must be at least 3/16 inch thick. All hardware must be SAE grade 5 or better with 3/8 inch diameter minimum. All nuts must be held by a locking system, such as lock washer, or jam-nuts.
13. All welding must be of the highest quality with full penetration. All attachment points must be welded 360 degrees around the tube. Welding must conform to American Welding Society codes.
14. All required bars must be made of the same material and meet with at least the minimum specifications for size and thickness.
15. All roll cage surfaces that may come in contact with the Driver/Navigator must be padded with high-density padding such as Ethafoam or Ensolite (available at race shops). Generic thermal pipe insulation will not be accepted. Available at race shops.

B. Main Hoop and Braces

The main hoop and support braces should be of the same size.

C. Minimum Tubing Sizing (see X-1-L chart)

XI. Fire System and Fuel Cell

1. Fire Suppression System

- A. A fire system must be installed on all Super Sport and Unlimited cars.
- B. An on-board system uses lines routed through the car, inside the perimeter of the roll cage, with a single actuator to engage in case of emergency. The fire suppression system must include the engine and passenger compartment.
- C. **Halon IS NOT ALLOWED.**
- D. A five (5) pound minimum is required, with a minimum of two (2) nozzles (one (1) in the cockpit and one (1) in the engine bay) with a manual or auto release.
- E. Systems may also use AFFF material (i.e. SPA Lite, ZERO 2000, Coldfire 302) 2.25 liter minimum. If such a system is used, the appropriate atomizing nozzles shall be used. All AFFF internally pressurized system bottles shall use a working pressure gauge. All AFFF bottles must be marked with the recommended "filled weight."
- F. All system cylinders shall be securely mounted.
- G. On-board systems may also use the CEA614 provided that the lines and nozzles are replaced as per the manufacturer's (3M) instructions.
- H. A 10 lb. Fire Suppression system and dual interior nozzles for those in the SS and Unlimited classes who are carrying a navigator/co-driver is recommended.

2. Fuel Cell/Tank

- A. Description:
 - 1. A fuel cell is required on all Super Sport and Unlimited cars.
 - 2. **There must be a solid metal bulkhead completely separating the fuel tank, fuel cell, filler neck hoses, and/or vent lines, from the driver compartment.**
 - 3. Good quality fuel cells contain a bladder constructed of Nylon or Dacron woven fabric impregnated and coated with a fuel resistant elastomer.
 - 4. The cell shall be in a container made of at least 0.036-inch steel, 0.059-inch aluminum, or 0.125-inch Marlex, fully surrounding the bladder.
 - 5. Foam internal baffling is required.
 - 6. The filler cap, line, vent hoses, etc. must be designed so that no fuel will escape if the car is partially or totally inverted.
- B. Installation:
 - 1. Fuel cells must be located within twelve (12) inches of the original tank. This measurement is taken from the perimeter edge of the original tank to the perimeter edge of the fuel cell.
 - 2. Additional reinforcements may be added to aid in the installation of the cell, but they shall not attach to the roll cage.
 - 3. Floor structure may be modified to aid in the installation of the cell.
 - 4. Steel location strapping is strongly recommended to keep the fuel cell from dislocating in a crash.

3. Restrictions

- A. Installing a fuel cell that hangs significantly close to the ground or is mounted closest to the rear of the vehicle, even if the installation meets with these rules, may be deemed unsafe and therefore excluded from the event.
- B. Rotary-molded cells will not be allowed.

XII. Shootouts

1. The Course

The Shootout is 1.9 miles in length on fenced State Route 490, East of Ely. The first half mile and one mile will be the timed area and marked by large, red-orange traffic cones. The remainder (0.9 miles for the one-mile event) will be the slow-down, braking area.

2. The Shootout Events

Each vehicle accelerates from a standing start for **Half Mile** or **One Mile**, at which point a speed reading is taken. The Half Mile Shootout and the One Mile Shootout takes place on **Friday**. In the event of rain on Friday, both events will take place on Saturday.

Touring and Grand Touring cars may enter only the Half Mile.

Grand Sport, Super Sport and Unlimited cars may enter only the **One Mile**.

3. Shootout Registration

All participants for the Shootout **MUST** register prior to inspection. A Driver and Navigator/co-driver cannot take turns driving the vehicle unless they are both registered as Drivers and have paid for two separate entries.

4. Inspection

1. Vehicles for the Shootout events must pass the normal Inspection for the Open Road Challenge event **prior** to the start of the Shootout. Inspection will **NOT** be available at the Shootout site for those unable to comply.
2. All vehicles must pass inspection as stated in the Rules. Any vehicle not in compliance will not be allowed to participate. There will be no adjustment of the entry fee in this circumstance.
3. All vehicles **MUST** display the assigned Silver State Classic Challenge® car numbers and all Sponsors' decals prior to running the event.

5. Drivers' Meeting & Pre-Grid for Shootout

The Drivers' Meeting & Pre-grid will be at held at the parking lot on State Highway 93 by the intersection with State Highway 490. The **MANDATORY** Drivers' Meeting and rollcall will be held within the hour preceding the start of the event. Failing to attend will result in a disqualification without an entry refund. Check with the **FINAL** Schedule of events for start time.

The first cars will be staged at the grid area on SR-490. Participants' cars will be checked by the final safety crew prior to running the event; this check will be the same as the one done prior to the main Open Road Challenge event on Sunday.

At the completion of each run you will be directed to park in the finish area on Lackawanna Highway. At the direction of the Event Director you will return to the grid area on SR490 and be gridded for your second run. Same procedure applies to your third run. After you complete all three runs, you may return to the pre-grid area or you are done for the day. The next group of cars will then be staged and allowed their three runs.

The above format will repeat itself at the discretion of the Event Director.

6. Shootout Rules of the Road

- A. All vehicles **MUST** immediately shut-down after Half Mile or One-Mile whether target speed was achieved or not or participant will be disqualified.

- B. **No parachutes.** If vehicle is such equipped the parachutes must be removed from the vehicle.
- C. Each vehicle must use generally available gasoline. **NO nitrous.** If the vehicle is such equipped, the bottle must be removed from the vehicle. Octane boosters such as "104" are permitted if less than 2 percent of the total gasoline volume.
- D. Vehicles will be allowed to sit out runs while doing repairs or tuning and be allowed to re-enter with approval from Safety Inspectors and/or Event Director.
- E. No repairs, whatsoever, are permitted on the course.
- F. Vehicles breaking down along the course will be removed before the next participant's run.
- G. All safety rules and regulations in the Rules Book that apply to the Sunday Open Road Challenge event apply at the Shootout event.
- H. Additional rules or modifications may apply and will be covered at the Drivers' meeting prior to the event.

7. Shootout Speed Measurement

Two radar guns will be used to measure speed at the end of the shootouts, which will be marked by large, red-orange traffic cones stationed on each side of the road.

8. Shootout Results

Official speed results will be announced and the trophies will be presented on Sunday at the Awards Banquet at Ely or the Las Vegas Host Hotel. Trophies will be awarded to the First, Second and Third Place Drivers of both events.

XIII. Team Challenge

1. Team Registration

- A. Teams for each event will be established when SSCC receives a completed Team Challenge Registration Form.
- B. The Team Challenge Form will indicate the Team Captain, estimated number of team entries, the name of the team, the members (by name), type of vehicles, etc.
- C. These forms are to be submitted to the Team Challenge Coordinator, who will approve the form and forward it to Registration.
- D. **It is the responsibility of the Team Challenge Coordinator to supply these forms to SSCC Registration no later than Noon on the Saturday prior to the event.**
- E. After that time no new teams will be accepted, and any additional members joining teams will not receive any discount for doing so.

2. Team Requirements

- A. Teams normally will have at least **7** cars of the same marque or other common interest approved by the board of directors. **10** cars per team is the maximum. If 11 or more cars of the same marque enter the Team Challenge they will be split into two teams. There can be more than one team per marque. Existing Car Clubs (any mixture of marques) may form a team. Limited Teams of 5 cars will be permitted for vintage marques, meaning all vehicles over 25 years old, and limited production marques, meaning marques where no more than 100,000 vehicles are manufactured per year. These same vehicles may be assembled into teams without regard to marque and may form regular 7 car teams to be more competitive.
- B. All teams must have a Team Captain to coordinate all that team's activities and awards.
- C. All participants wishing to enter the Team Challenge and receive a discount must do so no later than Noon the Saturday prior to the event. **Discounts will be applied to your next NORC or SSCC Entry Fee.** If teams that had 10 (or 5 for limited teams) or more members suffer cancellation, or no-shows, they may still compete with the lesser number of cars so long as at least the minimum required entries were paid in full before the close of Registration at the event.
- D. Participants may only register for one team for each event.

3. Team Scoring and Awards

- A. Team scoring will be based upon the variance of, actual time to the perfect time for the class (speed category) entered by individual team members. *For example:* In the 125 MPH class, the perfect time is 43:12.00. Team member's actual time is 43:11.00, making a variance of 1.00 second; in the 105 MPH class, the perfect time is 51:25.71, while a Team member's actual time is 51:24.21, making the variance 1.50.
- B. **Due to the small number of UNL Class cars, they will be considered non-scoring, Honorary Team Members on the team they join. As such, a team may have 11 cars if the 11th car is in the UNL Class.**
- C. All team members will receive a score. The best five (5) individual scores (smallest variances) will be added together and the sum will be the team raw score. *For example:* individual team member scores are .05, .06, 1.0, 1.4, 1.5, 2.0, 2.4, and 3.0. The sum of the best five scores is 5.0; therefore the raw score for the team is 5.0.
- D. Penalties will be applied to the raw score. A DQ (Disqualification) will have a 2.0 second penalty added to the team raw score. *For example,* the team raw score is 5.0, but two (2) team members were DQ'd, thus acquiring 4.0 seconds in penalty points. The final team score is 5.0 plus 4.0 equal 9.0 seconds. DNS (did not start) and DNF (did not finish) are not assessed penalty points.
- E. Teams must have at least five team members successfully complete the race to receive a final team score and be eligible for awards.
- F. There will be an award on Saturday for the "*Best Turned-Out Team.*" This means the team with the best team spirit, unity and identification for the event.
- G. Trophies will be awarded on Sunday at the Award's Banquet in Ely for May and the Las Vegas Host Hotel in September to the top three scoring teams. In the event of ties, they will be resolved in favor of the team with the most 1st place finishes, or if still a tie, the most 2nd place finishes, or if still a tie, the most 3rd place finishes.
- H. All disputes involving awards will be settled by the Team Challenge Coordinator. The Team Challenge Coordinator's decision will be final.

XIV. Chihuahua Express – International Event

The **Chihuahua Express** is affiliated with the **Silver State Classic Challenge**, bringing to the SSCC the "International Series". The **Chihuahua Express** is an open-road rally run on paved highways across northern Mexico. Each day the participants start and finish at a four-star hotel in the heart of Chihuahua.

The **Chihuahua Express** covers 1,000 miles of highways with 360 miles of racing over a three day period. The stages in between are transit sections designed to get driver to the next speed stage. Cars must check in at the next speed stage within a minute of their assigned time in order to avoid time penalties.

First day is raced northwest across the mountains to the city of Madera. The second day is southwest to the famous "Copper Canyon" the Grand Canyon of Mexico. On the third and final day, you head 145

miles east towards the Ojinaga, near the Presidio, Texas border across ridges and valleys. After service on each day, you race back on the same roads.

The *Chihuahua Express* also offers a Touring Rally (time-distance rally) that is open to all street legal vehicles.

The *Chihuahua Express* – International Event is a Federation of Mexican Auto Sports (FMAD) and affiliate of FIA sanctioned Event. Cars, Drivers and Navigators must meet the safety and licensing requirements as set forth by the FIA. The Express rules are based on FIA and SSCC Rules and Regulations

Go to www.chihuahuaexpress.com for the Complete Rules and Regulations

It is your responsibility to read and understand Chihuahua Express rules.

ENTRY INFORMATION AND PACKETS:

For additional information and entry packets, please contact:

SSCC – Chihuahua Express/Latin American Representative:
Felipe Arguelles E-mail fanarq@gmail.com

Organizer:
Chacho Medina E-mail chachomedina@sportcar.com

Gerie Bledsoe E-mail gbledso@aol.com

SEE SSCC INTERNATIONAL CHAMPIONSHIP FOR POINTS INFORMATION.

XV. SSCC International Championship

1. Eligibility

Everyone who enters, starts and successfully completes the Chihuahua Express International Road Race and successfully completes at least one SSCC event is eligible for the SSCC International Championship.

Points are awarded for position in class for every SSCC event entered.

Awards for the winners take place at the SSCC Awards Banquet in September.

Disqualification at any of the events is automatic disqualification from the International Series.

2. Points

The International Championship uses the following scoring system by class:

Finishing Position	Championship Points
1 st in Class	10
2 nd in Class	8
3 rd in Class	6
4 th in Class	5
5 th in Class	4
6 th in Class	3
7 th in Class	2
8 th in Class	1
(lower or DNF or DNS)	0

Scoring is for the driver and co-driver, not for the vehicle, and it is by class, either your target speed class in the U.S. events or your car class in the Chihuahua Express.

Note that there are many classes in the Chihuahua Express, so there are many chances to gain points even if you are not going all out for the overall win. Similarly for the U.S. events - just do well in your speed class and earn big points.

In case of a series tie, the best speed accuracy in any U.S. event will win, except that an entrant who only competed in the Unlimited class in U.S. events will prevail.

XVI Check Point Challenge

The Silver State Classic Challenge uses 90 miles of highway 318 as a one stage or one check point time distance race. Closest to perfect time is the winner. The check point challenge is scored at the same time as part of the Silver State Classic Challenge event as a 3 check point or 3 stage Rally. The challenge is to be the most accurate time at each of the three check points.

Start to checkpoint 3 is stage one, check point 3 to check point 6 is stage two, and check point 6 to finish line is stage three.

Scoring at each of the three check points is either plus or minus from perfect time at that check point. The total of the variance at each of the 3 check point is the total score for the event.

As example: the participant has a variance of +0.100 on the first stage (checkpoint 3) then a variance of -0.200 on the second stage (check point 6). With a variance of 0.300 on the third stage (finish line) the checkpoint challenge as a 3 stage rally event is scored as time variance at each check point totaled. The time +0.100 plus - 0.200 plus 0.300 totals to a final score of 0.600 variance.

All speed classes are combined for the check point challenge and trophies will be awarded for the top 3 lowest total time variance positions.

XVII NORC 2-way North Start/Finish Parking

The Sunnyside Rest Area and adjacent lot will be available for support vehicle parking during the **May NORC 2-way event**. In the event of both lots being full, parking will be allowed on the south bound shoulder of Highway 318, north of the rest area. Vehicles parked on shoulder must be completely clear of white fog line.

Vehicles parked at Sunnyside Rest Area and adjacent southbound shoulder, must remain there until south bound leg of event completes. At that point support vehicles may only proceed north at posted speeds. Southbound traffic will only commence once the entire road has been reopened,

As a courtesy to racers completing the northbound leg that wish to stop at the Sunnyside Rest Area, support crews are asked to park in such a manner as to allow said racers easy access and parking.