



**RULES • REGULATIONS
REQUIREMENTS
AND
SPECIFICATIONS**

2011

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, Requirements, Regulations and Specifications established herein. These Rules, Requirements, Regulations and Specifications may be changed, deleted or upgraded for specific events and/or any applicable agreement in which SSCC is a party to. By submitting an entry application and/or taking part in any and all activities relating to a SSCC event, the participant acknowledges that he/she has read these Rules, Requirements, Regulations and Specifications, 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, Requirements, Regulations and Specifications 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, Requirements, Regulations and Specifications as written or altered, does not express nor 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, Requirements, Regulations and Specifications.

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, Requirements, Regulations and Specifications.

For any questions, please contact SSCC at:

SILVER STATE CLASSIC CHALLENGE, INC.

PMB 131

3230 E. Flamingo Rd. #8

Las Vegas, NV 89121

Phone - (702) 631-6166 Fax - (702) 436-1589

Website: www.sccc.us

www.silverstateclassic.com

Email: informs@silverstateclassic.com

sscc.us@gmail.com

ATTENTION!

2011 Highlights

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 2011 Rules, Regulations, Requirements and Specifications and any changes that will impact you.

All drivers and navigators must be a minimum of 18 years of age at the start of the event. All drivers and navigators in the Unlimited Division must be a minimum of 21 years of age at the start of the event.

All Drivers and Navigators seeking an **Unlimited Tech Speed** must be 21 years of age at the start of the event.

Helmet Restraint System:

Helmet Restraint System, such as Hans, Hutchins or similar, is **MANDATORY** for:

1. Super Sport and Unlimited Divisions
2. Any Driver and Navigator seeking a Technical Speed of 180 or Higher
3. And is highly recommended for all other Divisions and Technical Speeds

Helmets:

Effective in the year 2011, Snell Foundation SA2005 Helmets (or later) will be required as the minimum standard.

Motorcycle Helmets are NOT acceptable in any Division.

Half Mile & One Mile Shootout:

The Half-Mile Shootout is conducted on Friday.

The One-Mile Shootout is conducted on Saturday.

Trophies will be awarded to the first, second and third place drivers of each event.

Table of Contents

I.	RULES	PAGE	1
	Rules, Regulations & Specifications		1
	Membership.....		1
	Entry		1
	Sponsor Decals & Car Numbers		1
	Registration		2
	Media, Sponsors, Associate Sponsors & Event Officials		2
	Waivers		2
	Participant Limit		2
	Age Requirements		2
	General License Requirements		3
	Driver Changes		3
	Driver/Navigator Meetings		3
	Protests		3
	Event Officials		3
	Timing		4
	Disqualification		4
	Penalties		4
II.	FORMAT & SCORING	PAGE	5
	Divisions & Classes		5
	SCORING		5
III.	SAFETY REGULATIONS	PAGE	6
	Recommendations		6
	Technical Speed Threshold (Tech Speed)		6
	Additional Safety Requirements		6
	Minimum Speed		7
	Technical Safety Inspection		7
	Re-inspection		8
	Fuel Restrictions		8
	Passenger Compartment Guidelines.....		8
IV.	Touring Division	PAGE	9
V.	Grand Touring Division	PAGE	10
VI.	Grand Sport Division	PAGE	11
VII.	Super Sport Division	PAGE	12
VIII.	Unlimited Division	PAGE	13
IX.	Clothing Specifications	PAGE	14
X.	Roll Bar Specifications	PAGE	15
XI.	Roll Cage Specifications	PAGE	17
XII.	Restraint Systems	PAGE	18
XIII.	Tire Regulations	PAGE	19
XIV.	Tech Procedures	PAGE	21
XV.	Fire System & Fuel Cell	PAGE	22
XVI.	High Noon Shootout.....	PAGE	23
XVII.	Team Challenge.....	PAGE	25
XVIII.	Chihuahua Express – International Event.....	PAGE	27
XIX.	SSCC International Championship	PAGE	28
XX.	Rules of the Road	PAGE	29

I. RULES

1. Rules, Requirements, Regulations and Specifications:

ACCEPTANCE: Any and all persons and groups making an official entry in SSCC sanctioned events are assumed to know the Rules, Requirements, Regulations, and Specifications. Participation in the event shall constitute acceptance of them by every participant.

The decision of the SSCC officials in their interpretation and enforcement is final.

2. Membership: In order to enter any SSCC event, **all drivers and navigators 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.

3. 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-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.

4. Sponsor Decals and Car Numbers:

Sponsor Decals:

Event Sponsor decals will be provided, along with a diagram for affixing them to your vehicle at Registration.

- A. **EVENT SPONSOR DECALS MUST BE AFFIXED TO YOUR VEHICLE BEFORE GOING THROUGH TECHNICAL INSPECTION.**
- B. **EVENT SPONSOR DECALS MUST BE AFFIXED TO YOUR VEHICLE AT THE START LINE. If Decals are not properly displayed, you will not start and there will be no refund.**

Car Numbers:

Car Numbers will be provided at registration. Indicate the requested desired car number and two alternates on the appropriate form. In cases of duplication the requested number will be awarded to the earliest dated entry. **Permanent car numbers will be assigned to Lifetime Members ONLY. Retain the WHITE BACKING from your car numbers to be used for signaling "okay" to course workers and aircraft in case of an incident.**

- B. **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.**
- D. **The use/display of any numbers on the car other than those provided by SSCC will cause confusion to timing/scoring spotters. SSCC cannot be responsible should any entrant not using the official number decals not be properly scored.**

5. **Registration:**

- A. Registration is required for all participants. You must register at the event prior to your car being inspected, but it is not necessary to register prior to attending the Qualifying School.
- B. It is the responsibility of the Driver and Navigator (if applicable) to note any drug sensitivities or other pertinent medical information at registration.
- C. Each Participant is **required** to carry **medical insurance**.
- D. Participants that have attended the Qualifying School **MUST** bring the Certificates of Completion that is received from the school to registration.

6. **Media, Sponsors, Associate Sponsors and Event Officials:**

Anyone participating in this event must be registered by SSCC. This includes, but is not limited to: The media, sponsors, associate sponsors, and event officials.

- A. Credentials will be issued at the **mandatory** Safety Meeting immediately following the Driver's Meeting and will be used to control access to restricted areas as designated.
- B. The credentials must be visible at all times during the event.

7. **Waivers:**

Any and all persons admitted to the pre-grid, pits and /or other designated restricted areas of SSCC sanctioned events must obey all Rules, Requirements, Regulations, and Specifications set forth by SSCC.

- A. Each person admitted must complete and sign all releases of liability requested by SSCC.
- B. All Participants empower SSCC to represent them in assigning rights for reproduction of sanctioned events by electronic broadcast and/or print media and automatically assign rights to utilize their name, facsimile, etc., in media-related materials and/or advertising and promotion of sanctioned events.

8. **Participation Limit:**

- A. First time drivers may not enter any Division/Class above a target speed of **110 mph** (*unless otherwise waived by the Event Director*).
- B. Entry of more than one car per driver is not permitted.

9. **Age Requirements:**

- A. Drivers must be at least 18 years of age at the start of the event in **all classes except Unlimited. Unlimited drivers must be 21 years of age at the start of the event.**
- B. Navigators must be at least 18 years of age at the start of the event in **all classes except Unlimited. Unlimited Navigators must be 21 years of age at the start of the event.**
- C. All Drivers and Navigators seeking an **Unlimited Tech Speed** must be 21 years of age at the start of the event.

10. **General License Requirements:**

All Drivers must have a valid state, military or international driver's license.

- A. ALL first time driver entrants must attend the Qualifying School offered on the Thursday preceding the actual event day (unless otherwise waived by the appropriate SSCC officials). This session is only offered in Las Vegas. **Requests for waivers must be submitted in writing, along with credentials, at least 30 days prior to the event.**
- B. LICENSE REQUIREMENTS:
 - 1) Touring and Grand Touring: Recognized competition license is recommended.
 - 2) Grand Sport, Super Sport and Unlimited: Recognized competition license, experience, or previous SSCC participation, as a driver is required.
 - 3) RECOGNIZED COMPETITION LICENSES: SCCA, IMSA, USAC, PRO-NASCAR, FIA, NASA.
Other licenses may be approved at the discretion of the Event Director.

11. **Driver/Navigator Changes:**

Changes must be reported to Registration **PRIOR** to **12 Noon Saturday**.

12. **Driver/Navigator Meetings:**

ALL Driver and Navigator meetings are **MANDATORY**.

- A. It is each Driver/Navigator's responsibility to learn of each meeting and attend.
- B. Drivers Meeting is **MANDATORY** for **BOTH** Driver and Navigator.
- C. Failure to attend these meetings will cause disqualification.

13. **Protests:**

- A. Protests will not be accepted until the preliminary results are posted for the event.
- B. Protests must be registered in writing and accompanied by \$200.00 in cash with the Event Director.
- C. 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. The official results will be posted after the last trophy is awarded.
- D. 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.**

14. **Event Officials:**

The Event Director will be the event master for each event. It is his/her responsibility to supervise the safety of the event. A Driver/Navigator's access to the course is at the sole discretion of the Event Director. The Event Director may designate the following positions for each event: Chief's of: Technical Inspection, Tires, Touring Pace Car Driver, Timing, Communications, Worker and any other appointments he/she deems appropriate.

15. **Timing:**

- A. Electronic timing with manual backup will be used. If the electronic system fails, the manual backup will be considered official.
- B. Participants will be timed from a standing start.
- C. All participants are encouraged to synchronize their watches with the official timing clock at the start line.

16. **Disqualification:**

Any participant who is disqualified must attend the qualifying school prior to participating in their next event.

The following items are reasons for disqualification:

- A. If a participant receives a moving violation (speeding ticket) on Highway 490 and/or 318 (the two event courses) within 90 days, prior to the event participant is entered in, and the event officials are properly notified, the participant will be disqualified. **This is required by the Nevada Department of Transportation.**
- B. Any participant or participant's vehicle, which does a burn-out during the inspection, car show or the parade, will be disqualified.
- C. All participants of an event held on Highway 490 MUST decrease their speed and prepare to stop after one (1) mile. Failure to do so will lead to disqualification of events on Hwy. 490 and/or 318.
- D. A vehicle that exceeds the Speed Threshold (Tech Speed) as determined by the Division/Class Requirements will be disqualified.
- E. Any entry finishing the event with an average speed, **which exceeds their target speed by 10 mph or more**, will be disqualified.
- F. **Any participant who crossed the finish line below their minimum speed will be disqualified.**
- G. **Any participant who continues at a sustained speed more than 30 mph (80 mph for Touring) below his/her target speed will be disqualified.**
- H. In the Touring Division, passing the pace car or exceeding 124 mph will cause disqualification and possible suspension from further SSCC competition.
- I. Disregarding or over driving a flag signal will cause disqualification.
- J. Any participant impeding a safe pass will be disqualified.
- K. Any infraction of Item XVII, Rules of the Road.
- L. Any use of Nitrous Oxide.
- M. Any use of parachutes.
- L. Failure to notify the Event Director of an incident that happened after tech inspection, see page 8, Number 6 – Re-inspection.

17. **Penalties:**

If a disqualification occurs to the above C, D, E, F, G, H, I, K, L or M items, the Driver/Navigator will not receive their radar speeds or average speed results. The Driver/Navigator will be advised of the reason for the disqualification, but the exact numbers (speed) will be withheld.

II. FORMAT AND SCORING

1. Divisions and Classes:

The following are the official Divisions and Classes:

<u>Divisions</u>	<u>Classes (Target Speed)</u>	<u>Tech Speed</u>
Touring (T)	95, 100, 105, 110	124
Grand Touring (GT)	115, 120, 125	140
Grand Sport (GS)	130, 135, 140, 145, 150	165
Super Sport (SS)	160, 170	180
	180	180 PLUS
Unlimited	Unlimited	180 PLUS

The touring division has a Technical Speed of 124 mph regardless of the safety equipment installed. Any vehicle in the Touring Division passing the Pace Car or exceeding 124 mph will be disqualified.

Selecting Your Class:

Two terms are used in relation to selecting your division and class within that division.

- A. Tech Speed is the maximum speed you are allowed to run during the event. Tech Speed is determined by the safety features and safety equipment on the vehicle and/or driver qualifications.
- B. Target Speed is the class you choose within the division. This is the “target” you are shooting for to average during the event. Target Speed is always less than Tech Speed except for the Unlimited class.

SPECIAL NOTE: If a participant flagrantly violates his/her tech speed, they will be disqualified and may be barred from future Events. This kind of reckless driving only endangers the event, the lives of the people competing in it and of the officials and workers . An incident will ruin everyone’s day. Please remember that “SAFETY” is everyone’s responsibility.

2. Scoring:

A. Touring, Grand Touring, Grand Sport, Super Sport:

- 1) Trophies will be awarded to the top three finishers in each class.
- 2) The winner of each class will be the Driver/Navigator who records the average speed closest (over or under) to their target speed.
- 3) You must be within 10 mph of your target speed to receive a trophy.

B. Unlimited:

- 1) Trophies will be awarded to the top three finishers in the Unlimited Division.

C. Overall:

An overall trophy will be awarded to the Driver/Navigator who records the highest average speed for the event and to the Driver/Navigator who records the most accurate time for the event, regardless of division or class.

III. SAFETY REGULATIONS

1. Recommendations:

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

2. Technical Speed Threshold (Tech Speed):

Tech Speed is the top speed allowed for your vehicle as determined by your level of preparation and as per the Division/Class Requirements.

- A. A vehicle that exceeds the Speed Threshold (Tech Speed) as determined by the Division/Class Requirements will be disqualified. See Section I, Part 15, Page 4.
- B. The tech speed will be affixed to the tech sticker so as to be visible to the Final Event Tech Inspector.
- C. Radar Speed readings will be taken at irregular intervals along the course by event officials.
- D. Cars entered in the SS or in the top Target Speed in other divisions, ***except Touring***, may be teched at the next higher tech speed if all the requirements of the higher tech speed are met; for example, a car in the 125 class can be teched at 165, a car in the 150 class can be teched at 180 **provided** all of the higher tech speed requirements are met.

3. Additional 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 compartment. We recommend the firewall to be made of .024 steel or .032 aluminum or better.
- B. All pressurized containers with the exception of Accu-sumps must be placed behind the firewall.
- C. All cars must have at least one (1) rear view mirror.
- D. Any item drilled for safety wire or cotter pins must be wired or pinned.***
- E. Quick release seat belt clips **must** be safety wired.

4. **Minimum Speed:**

Every vehicle must maintain a sustained speed no less than **30 mph below (80 mph for Touring)** its target speed **except for narrows, turns, or other unforeseen safety hazards**.

- A. The Touring Division shall have a minimum speed of **80 mph**. Minimum speed for Unlimited shall be **150 mph**.
- B. If the Driver in any Division, other than Touring, fails to maintain a **sustained speed within 30 mph** of his/her target speed, his/her vehicle is considered disabled and must completely and safely pull off the course as far as possible.
- C. Any participant who fails to pull off the road and continues at a speed more than 30 mph below his/her target speed will be disqualified and may be suspended from further SSCC competition for one (1) year.
- D. **Any participant who crosses the FINISH LINE below their minimum speed will be disqualified.**

5. **Safety Inspection:**

The purpose of the Safety Inspection is to insure compliance with the Rules, Requirements, Regulations and Specifications. **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. All vehicles must be maintained in a safe condition at all times. Passing inspection does not relieve the Driver of any responsibility. It is the Driver's responsibility to insure the safety of his/her vehicle. The decision of the officials in their interpretation and enforcement is final.

- A. **You must come to the Inspection with your vehicle 100 percent ready to participate in the event including, but not limited to the following:**
 - Self Inspection Sheet completed and signed.
 - **All** safety equipment installed.
 - **All** clothing and personal safety equipment required for both Driver and Navigator.
 - Approved event **sponsor decals affixed**.
 - The vehicle must be free and **empty of all loose items** not required in the event.
 - *Any supplemental restraint systems (air bags) must be unobstructed (ie, no laptops or other hard items between the occupants and air bags).*
 - All camera mounts with cameras installed.
 - **SUPPLIED car numbers must be affixed** on both sides of car.
- B. 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.
- C. 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.*
- D. Any vehicle not in compliance with the Rules, Requirements, Regulations and Specifications will not be allowed to participate. *There will be no adjustment of the entry fee in this circumstance.*
- E. A driver may appeal a technical decision to the SSCC Safety Committee. Such appeals must be made through the Event Director who will convene the Safety Committee. The decision of the Safety Committee is final.

6. **Re-inspection / Alteration / Damage:**

After passing tech, it is the drivers' 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.

7. **Fuel Restrictions:**

- A. In the Touring, Grand Touring, Grand Sport, Super Sport and Unlimited Divisions, Gasoline **only** is permitted. 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. Alternative energy vehicles will be considered.
- B. No fuel may be carried in the vehicle in any container other than the gas tank or fuel cell.
- C. Secondary permanently mounted tanks or cells are allowed subject to the Tech Inspector's approval.

8. **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.

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.

IV. TOURING DIVISION

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

The following are the Minimum Requirements for the Touring Division:

1. The Touring Division shall have a top speed of 124 mph.
 - A. This speed may not be exceeded at any time.
 - B. The Touring Division will be led by a pace vehicle that will not exceed 124 mph.
2. A 2.5 lb. Minimum, automotive BC fire extinguisher, with a secure quick-release mounting bracket made of metal. The extinguisher must be within easy reach of the Driver.
3. Correctly installed factory seat belts, OEM or better, is the Minimum Standard.
 - A. Belts must be in "as new" condition.
 - B. Belts of not more than five years of age are recommended.
 - C. The use of a proper racing safety harness system is highly recommended.
 - D. For specifications, see section XII, page 18.**
 - E. With regard to harness bars – SSCC will simply go by the design and intent of the manufacturer. ie. 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).**
4. DOT approved "U" rated tires (or better) will be considered the Minimum Requirement. DOT approved "H", "V", or "Z" rated tires are recommended.
5. **2011 events will require a SNELL Foundation SA 2005 (or later) helmet in good condition 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.
 - A. Full face helmet is recommended.
 - B. A Nomex head sock is recommended.
 - C. A padded helmet support (headrest) is recommended.
 - D. Helmet Restraint System, such as Hans, Hutchins or similar, is recommended.
6. **See Section IX, page 14 for clothing specifications.**
7. A radio scanner is recommended. Any scanner capable of receiving the 144 MHz – 148 MHz frequency range.
8. No parachutes. If vehicle is such equipped, the parachutes must be removed from the vehicle.
9. No Nitrous Oxide Injection or similar power increase allowed. If the vehicle is such equipped, the bottle must be removed from the vehicle.

V. GRAND TOURING DIVISION

Classes: 115, 120, 125

Technical Speed: 140 mph

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

1. 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.
2. A 2.5 lb. Minimum, automotive BC fire extinguisher, with a secure quick-release mounting bracket made of metal. The extinguisher must be within easy reach of the Driver.
3. A five or six-point safety harness system that includes three-inch (3") shoulder and lap belts as a minimum. See Restraint System, Section XII, Page 18.
 - A. All belts must be in "as new" condition.
 - B. Sternum belts are recommended for seats that do not support the shoulder straps.
 - C. **Arm Restraints or window nets are mandatory.**
 - D. ***With regard to harness bars – SSCC will simply go by the design and intent of the manufacturer. ie. 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).***
4. A competition approved Roll Bar for an open vehicle is required. See Roll Bar Specs, Section X, Page 15.
5. DOT approved "V" rated tire (or later) will be considered the Minimum Requirement. DOT approved "Z" rate tires are recommended. See Tire Specs, Section XIII, Pages 19 & 20.
6. **2011 events will require a SNELL Foundation SA 2005 (or later) helmet in good condition 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.
 - A. Full face helmet is recommended.
 - B. A Nomex head sock is recommended.
 - C. A padded helmet support (headrest) is recommended.
 - D. Helmet Restraint System, such as Hans, Hutchins or similar, is recommended.
7. **See Section IX, page 14 for clothing specifications.**
8. A radio scanner is recommended. Any scanner capable of receiving the 144 MHz – 148 MHz frequency range.
9. No parachutes. If vehicle is such equipped, the parachutes must be removed from the vehicle.
10. No Nitrous Oxide Injection or similar power increase allowed. If the vehicle is such equipped, the bottle must be removed from the vehicle.

VI. GRAND SPORT DIVISION

Classes: 130, 135, 140, 145, 150

Technical Speed: 165 mph

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

1. 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.
2. A 2.5 lb. Minimum, automotive BC fire extinguisher, with a secure quick-release mounting bracket made of metal. The extinguisher must be within easy reach of the Driver.

A competition approved fire system and fuel cell is recommended.

3. A five or six point safety harness system that includes three-inch (3") shoulder and lap belts as a minimum. See Restraint System, Section XII, page 18.
 - A. All belts must in as "as new" condition no more than four (4) years old.
 - B. Sternum belts are recommended for seats that do not support the shoulder straps. However, large metal buckles on the sternum strap are not recommended.
 - C. The use of a "cam lock" seat belt locking system is recommended.
 - D. **Arm Restraints or window nets are mandatory.**
 - E. ***With regard to harness bars – SSCC will simply go by the design and intent of the manufacturer. ie. 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).***
4. A competition approved Roll Bar. See Roll Bar Specs, Section X, page 15 & 16.
5. DOT approved "Z" or "W" rated tires are required. See Tire Specs, Section XIII, pages 19 & 20.
6. **2011 events will require a SNELL Foundation SA 2005 (or later) helmet in good condition 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.
 - A. Full face helmet is recommended.
 - B. A padded helmet support (headrest) is required.
 - C. A Nomex head sock is recommended.
 - D. Helmet Restraint System, such as Hans, Hutchins or similar, is recommended.
7. **See Section IX, page 14 for clothing specifications.**
8. A radio scanner is recommended. Any scanner capable of receiving the 144 MHz – 148 MHz frequency range.
9. A drive shaft loop for front engine rear-wheel drive vehicles is recommended that would impede a ground strike by the front of the drive shaft.
10. No parachutes. If vehicle is such equipped, the parachutes must be removed from the vehicle.
11. No Nitrous Oxide Injection or similar power increase allowed. If the vehicle is such equipped, the bottle must be removed from the vehicle.

VII. SUPER SPORT DIVISION

Classes: 160, 170, 180 (180 Must meet Unlimited minimum requirements)
Technical Speed: 180 mph 180 + mph

The following are the Minimum Requirements for the Super Sport Division: Classes 160, 170.

1. 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.
2. All Drivers and Navigators seeking an **Unlimited Tech Speed** must be 21 years of age at the start of the event.
3. A competition approved fire system and fuel cell. See Fire System & Fuel Cell, Section XV, pg 22.
4. A five or six point safety harness system that includes three inch (3") shoulder and lap belts as a minimum.
See Restraint System, Section XII, pg 18.
 - A. All belts must be dated and may not be more than two (2) years old.
 - B. Some sort of head support is required (headrest).**
 - C. Arm restraints or window nets are mandatory.**
5. A competition approved Roll Cage. See Roll Cage Specs. Section XI, pg 17.
6. DOT approved "Z" or "Y" rated tires or approved racing tires are required. See Tire Specs, Section XIII, pgs 19 & 20.
7. A padded steering hub and collapsible steering column are required.
8. **2011 events will require a SNELL Foundation FULL FACE SA 2005 (or later) helmet in good condition as the minimum standard.** Motorcycle helmets will NOT be accepted.
 - A. The use of a **full face helmet** is **mandatory**.
 - B. A padded helmet support is required.
 - C. Helmet Restraint System, such as Hans, Hutchins or similar, is **mandatory**.
9. **See Section IX, page 14 for clothing specifications.**
10. A drive shaft loop for front engine rear-wheel drive vehicles is required that would impede a ground strike by the front of the drive shaft.
11. Recommendations:
 - A. A 10 lb. Fire Suppression system and dual interior nozzles for those in the SS and Unlimited classes who are carrying passengers is recommended.
 - B. A Blow Proof Bell housing is recommended for those in the SS and Unlimited classes.
 - C. A radio scanner is recommended. Any scanner capable of receiving the 144 MHz – 148 MHz frequency range.
12. **No Nitrous Oxide Injection** or similar power increase is allowed. If the vehicle is such equipped, the bottle must be removed from the vehicle.
13. **No parachutes.** If vehicle is such equipped, the parachutes must be removed from the vehicle.

VIII. UNLIMITED DIVISION (and 180 Target Speed SS)

Class: 180 and Unlimited

Technical Speed: 180 + mph

The following are the Minimum Requirements for the Unlimited Division:

1. 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 165 mph or higher**, or received a waiver from SSCC.
2. **All Drivers and Navigators must be at least 21 years of age.**
3. A competition approved fire system and fuel cell. See Fire System & Fuel Cell, Section XV, pg 22.
4. **No Nitrous Oxide Injection** or similar power increase is allowed. If the vehicle is such equipped, the bottle must be removed from the vehicle.
5. **No parachutes.** If vehicle is such equipped, the parachutes must be removed from the vehicle.
6. A five or six point safety harness system that includes three inch (3") shoulder and lap belts as a minimum. See Restraint System, Section XII, pg 18
 - A. All belts must be dated and may not be more than two (2) years old.
 - B. Some sort of head support is required (headrest).**
 - C. Arm restraints or window nets are mandatory.**
7. A competition approved Roll Cage. See Roll Cage Specs. Section XI, pg 17.
8. Approved racing tires. See Tire Specs, Section XIII, pgs 19 & 20.
1. A padded steering hub and collapsible steering column is required.
2. **2011 events will require a SNELL Foundation FULL FACE SA 2005 (or later) helmet in good condition as the minimum standard.** Motorcycle helmets will NOT be accepted.
 - A. The use of a full face helmet is mandatory.
 - B. A padded helmet support is required (headrest).**
 - C. Helmet Restraint System, such as Hans, Hutchins or similar, is mandatory.
3. **See Section IX, page 14 for clothing specifications.**
4. A drive shaft loop for front engine rear-wheel drive vehicles is required that would impede a ground strike by the front of the drive shaft.
5. Recommendations:
 - A. A larger steering wheel is recommended. (The intent is to slow steering response at speed).
 - B. A radio scanner is recommended. Any scanner capable of receiving the 144 MHz – 148 MHz frequency range.
 - C. A 10 lb. Fire Suppression system and dual interior nozzles for those in the SS and Unlimited classes who are carrying passengers is recommended.
 - D. A Blow Proof Bell housing is recommended for those in the SS and Unlimited classes.

IX. CLOTHING SPECIFICATIONS

NAME AND BLOOD TYPE IS REQUIRED ON THE DRIVERS AND NAVIGATORS HELMET.

2011 EVENTS WILL REQUIRE A *SNELL FOUNDATION SA 2005 (OR LATER) HELMET IN GOOD CONDITION AS THE MINIMUM STANDARD.*

- A. The following are the specifications for the Touring & Grand Touring Divisions:
 - 1. Non-synthetic clothing (cotton, wool, leather, etc.) covering the torso, arms and legs, plus gloves and leather topped shoes (both without holes) is the minimum standard. Golf gloves and athletic shoes with holes are not acceptable.
 - 2. A fire resistant driving suit and underwear for the driver/navigator is recommended.
- B. The following are the specifications for the Grand Sport, Super Sport and Unlimited Divisions:
 - 1. A one-piece fire resistant driving suit, socks and gloves (leather palms are okay) are considered the minimum requirement for both drivers and navigators.
 - 2. A head sock for drivers/navigators with long hair (or facial hair) is required.(A mustache is excepted)
- C. Approved Helmets:
 - 1. Snell foundation with a sticker reading SA 2005 or SA 2010
 - 2. SFI foundation with a sticker reading 3.1a; 3.2a and 3.1
 - 3. FIA standard marked 8860-2004
 - 4. British standard marked BS:6658-85
- D. Motorcycle helmets will NOT be accepted.
- E. **Helmet Restraint System, such as Hans, Hutchins or similar, is MANDATORY for Technical Speeds of 180 and Unlimited** and is highly recommended for all other Technical Speeds.

X. ROLL BAR SPECIFICATIONS

1. **Roll Bar:** A Roll Bar is mandatory in the Grand Sport Division, and recommended in Grand Touring and Touring.
2. **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.
 - A. 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.
 - B. 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.
 - C. 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.
 - D. 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.
3. **Material:** The roll bar hoop and all braces must be of seamless DOM (Drawn over Mandrel) mild steel tubing 1010 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.
 - A. The size of the tubing to be used must be determined on the basis of the weight of the car.
(pg. 16)
4. **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.
 - A. 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.
 - B. It is recommended that gussets should be welded at the junction of any tubes.
5. **Bracing:** it is recommended that braces be of the same size tubing as used for the roll bar itself.
 - A. All roll bars must be braced in a for 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.
 - B. 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 Exhibit A**
 - C. A headrest is required if not part of the seat.

-
6. **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) on both sides of the sheet-metal or that provided by the manufacturer. If possible the plate should extend up the vertical wall.
- A. 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.
- B. 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. 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.
7. **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.
8. **Installations on Cars of Space Frame or Frame less 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.
9. **Other Designs:** Deviations from the above will be considered.
10. **Roll Bar Padding:** Roll bar padding **must** be used to protect the Driver/Navigator in all areas of possible contact.
11. **Minimum Tubing Sizing:** The size of the tubing to be used shall be determined on the basis of the weight of the car.

Under 2200 lbs.	DOM	1.50" O.D. X .095 wall mild
	DOM	1.50" O.D. X .095 wall alloy
2200 to 3000 lbs.	DOM	1.75" O.D. X .120 wall mild
	DOM	1.75" O.D. X .095 wall alloy
3000 to 4000 lbs	DOM	1.75" O.D. X .120 wall mild or alloy
Over 4000 lbs	DOM	2.00" O.D. X .120 wall mild or alloy

XI. ROLL CAGE SPECIFICATIONS

- 1. Roll Cage Division Requirements:** A roll Cage is mandatory in the Super Sport and Unlimited Divisions.
- 2. Super Sport & Unlimited Division Requirements:**
 - A. The cage may be removable or may be permanently welded, or any combination thereof, providing that all aspects of the cage meet these rules.
 - B. A NASCAR style roll cage is highly recommended.
 - C. Material, Fabrication, Bracing and Installation specifications are the same as the specifications for a Roll Bar. See Section X, pages 15 & 16 for detailed information.
 - D. None of the tubing may show any signs of crimping or wall failure. All bends must be Mandrel type
 - E. 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.
 - F. 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.
 - G. 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.
 - H. 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.
 - I. At least two (2) door bars on the driver and passenger sides must be used. The top door bar crossing height between the shoulder and elbow may be angular or horizontal. The second door bar should be horizontal.
 - J. 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.
 - K. Welded mounting plates must be at least as thick as the tube wall.
 - L. 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.
 - M. 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.
 - N. All required bars must be made of the same material and meet with at least the minimum specifications for size and thickness.
 - O. All roll cage surfaces that may come in contact with the driver must be padded with high-density padding such as Ethafoam or Ensolite.
- 3. Specification:** See Roll Bar Specification for the roll cage fabrication specification.
- 4. Main Hoop and Braces:** The main hoop and support braces should be of the same size.
- 5. Minimum Tubing Sizing:** The size of the tubing to be used shall be determined on the basis of the weight of the car.(pg. 16)

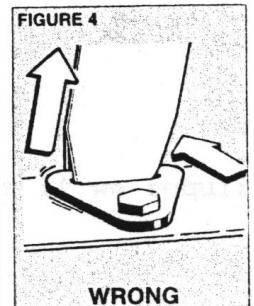
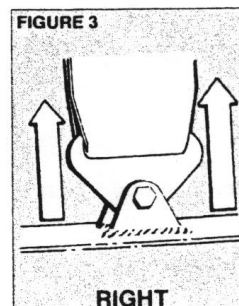
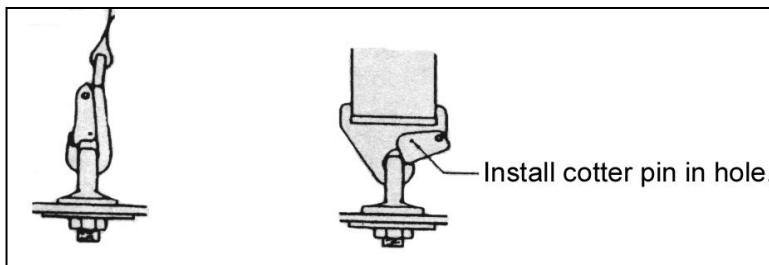
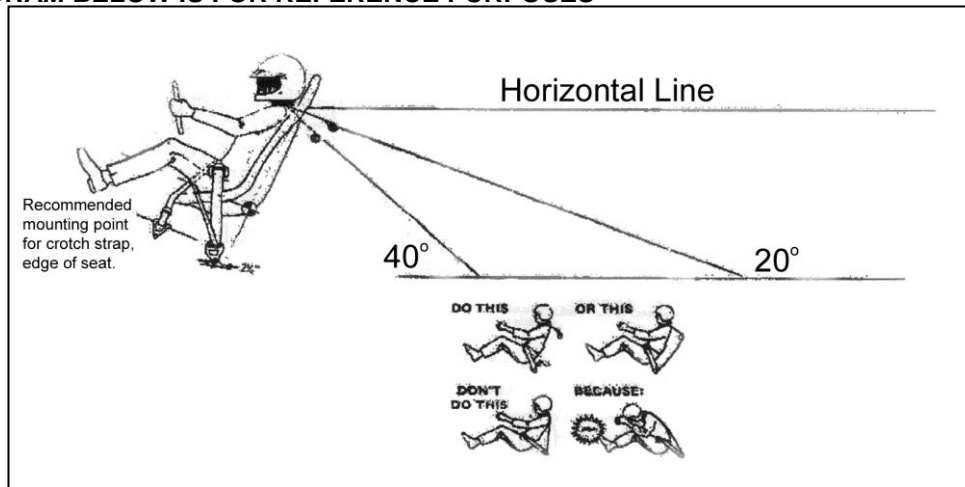
XII. RESTRAINT SYSTEMS:

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.

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.

B. The belts must not be more than two (2) years old 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.

XIII. TIRE REGULATIONS

1. **LOAD CARRING CAPACITY: ALL TIRES MUST HAVE AN EQUAL OR GREATER LOAD CARRYING CAPACITY THAN THE ORIGINAL TIRE.** (I.e. 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 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 WHAT DIVISION/CLASS THE VEHICLE IS COMPETING IN.** (i.e., A 1992 BMW 535i comes equipped with 225/60VR15 tire from the factory. The car must have tires with an equal or higher speed rating to compete in any class, including Touring.)
 - A. **Touring Division:** DOT approved “U” rated tires (or better) will be considered the Minimum Standard.
 - B. **Grand Touring Division:** DOT approved “V” rated tires (or better) will be considered the Minimum Standard.
 - C. **Grand Sport Division:** DOT approved “Z” or “W” rated tires are required. Should not be more than two years old.
 - D. **Super Sport Division:** DOT approved “Z” or “Y” rated or approved racing tires are required. Should not be more than two years old.
 - E. **Unlimited Division:** Approved racing tires are required. -OR-
 - F. Unlimited class cars may use certain DOT tires known to us to have been tested to speeds above the known limit of the tire.
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. The use of repaired tires in Grand Sport, Super Sport, and Unlimited Divisions is not recommended.
 - 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 will be mailed to you or you can locate this form 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

(530) 677-3668 after 6:30 p.m. Pacific Time

Email: 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

XIV. INSPECTION PROCEDURES

You must REGISTER for the event with SSCC prior to going through inspection.

A ***SELF INSPECTION*** sheet will be mailed to you or you can locate this form on our website. You are **REQUIRED** to have it completed and with you at inspection and give to the Inspection Team.

You will receive your **RALLY INSPECTION SHEET** when you register.

THURSDAY INSPECTION AT THE LAS VEGAS HOST HOTEL CASINO:

Inspection at the Las Vegas Host Hotel will be conducted in the car display area of the hotel parking lot. Your car should be event ready. Please have the following available when the Inspection Team arrives:

1. Your Self-Inspection sheet completed and signed by the driver and navigator (if applicable.)
2. Your Rally Inspection Sheet completed and signed by the driver and navigator (if applicable.)
3. Your entire driving apparel - racing suit, gloves, eyewear/shield, helmet, shoes and socks.
4. ***Your SUPPLIED car numbers and all sponsor decals must be in place.***

FRIDAY INSPECTION IN ELY:

Inspection will be performed at White Pine County Park, Aultman St., located across from WP Middle School. Your car should be event ready. Please have the following available when the Inspection Team arrives:

1. Your Self-Inspection sheet completed and signed by the driver and navigator (if applicable.)
2. Your Rally Inspection Sheet completed and signed by the driver and navigator (if applicable.)
3. Your entire driving apparel - racing suit, gloves, eyewear/shield, helmet, shoes and socks.
4. ***Your SUPPLIED car numbers and all sponsor decals must be in place.***

SATURDAY INSPECTION IN ELY:

Inspection will be performed in the "Display of Cars" area. **Any outstanding previous inspection issues should also be resolved at this time.** When you arrive at the "Display of Cars" area please park in order of arrival or as directed.

Your car should be race ready. Please have the following available when the Inspection Team arrives:

1. Your Self-Inspection sheet completed and signed by the driver and navigator (if applicable.)
2. Your Rally Inspection Sheet completed and signed by the driver and navigator (if applicable.)
3. Your entire driving apparel - racing suit, gloves, eyewear/shield, helmet, shoes and socks.
4. ***Your SUPPLIED car numbers and all sponsor decals must be in place.***

XV. FIRE SYSTEM AND FUEL CELL

1. Fire Systems:

- 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. An on-board system may use Halon 1301 or 1211 only.
- 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.

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.

XVI. HIGH NOON SHOOTOUT

DATES: MAY /SEPTEMBER

THE COURSE:

The High Noon Shootout at the Classic Corral 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 .9 miles will be the slow down, braking area.

EVENT:

Acceleration from a standing start for Half Mile or One Mile. The Half Mile Shootout takes place on Friday and the One Mile Shootout takes place on Saturday.

TOURING and GRAND TOURING CARS may enter only the Half Mile.

GRAND SPORT, SUPER SPORT and UNL may enter either the Half Mile or the One-Mile. They may participate in both as long as two entries are paid.

REGISTRATION:

All participants who would like to enter the High Noon Shootout **MUST** register prior to inspection. A

Driver and Navigator cannot take turns driving the vehicle, unless they are both registered as Drivers and have paid for two separate entries.

INSPECTION:

1. Inspection for all vehicles **MUST** be completed prior to the start of the event. Full Inspection will **NOT** be available at the High Noon Shootout site for those unable to comply.
2. All vehicles must pass inspection as stated in the Rules, Requirements, Regulations and Specifications. 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® Numbers and all Sponsors' decals prior to running the event.

DRIVER'S MEETING & PRE-GRID:

Driver's Meeting & Pre-grid will be at the Fireside Inn/La Cantina Restaurant parking lot, located on SR 490. Driver's Meeting is **MANDATORY** which is conducted one hour before the start of the event (check the Final Schedule of Events). You must sign in and verify your name and class entered. If you do not check in and attend the meeting you will be disqualified and there will be no adjustment of the entry fee.

The first six cars will be staged at the grid area on SR-490. Participant's cars will be checked by the Las Vegas Corvette Association; final safety crew prior to running the event, this check will be the same as the one done prior to the 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 six cars will then be staged and allowed their three runs.

The above format will repeat itself until the event **cutoff time** or at the discretion of the Event Director.

GENERAL RULES:

1. All vehicles **MUST** immediately shut-down after Half Mile or One-Mile whether target speed was achieved or not or participant will be disqualified.
2. **No parachutes.** If vehicle is such equipped the parachutes must be removed from the vehicle.
3. 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.
4. 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.
5. No repairs, whatsoever, are permitted on the course.
6. Vehicles breaking down along the course will be removed before the next participant's run.
7. All safety rules and regulations in the Rules Book that apply to the Sunday event apply at the Shootout event.
8. Additional rules or modifications may apply and will be covered at the Drivers/Navigators meeting prior to the event.

TIMING:

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

RESULTS:

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

XVII. TEAM CHALLENGE RULES

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, their 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 mark 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 amount 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. **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. Team member's actual time is 51:24.21, making the variance 1.50.
- B. If a team car wins, the UNL class, it shall be awarded a variance of 0:00.00. Other UNL finishers will be scored using the time of the winning car as the perfect time.
- 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 at The Las Vegas Host Hotel 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.

XVIII - CHIHUAHUA EXPRESS – INTERNATIONAL EVENT

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

It is your responsibility to read and understand their rules.

ALL CARS MUST HAVE A FULL ROLL CAGE, NO EXCEPTIONS.

Answers to Frequently Asked Questions

- A. The Chihuahua Express – International Event is a Federation of Mexican Auto Sports (FMAD), an affiliate of FIA sanctioned EVENT. Cars and drivers must meet the safety and licensing requirements as set forth by the FIA.
- B. You must purchase a FMAD license to participate.
- C. A six-point roll cage is the minimum standard. No exceptions are given for any make or model of car (Corvettes, Vipers, etc.) Your name and blood type must be on your driving suit or helmet.
- D. The following are recommended:
 - 1) Operative headlights, emergency lights and horn.
 - 2) First aid kit and two red flags or signal panels.
- E. All vehicles must be covered by insurance issued in Mexico.
- F. All vehicles must be “street legal”.
- G. As in a rally, a co-driver/navigator is mandatory.

ENTRY INFORMATION AND PACKETS:

For additional information and entry packets, please contact:

Chacho Medina	E-mail chachomedina@sportcar.com
Gerie Bledsoe	E-mail gbledso@aol.com
Steve Waldman	E-mail stevezw@cox.net Phone (702) 631-6166

SEE SSCC INTERNATIONAL CHAMPIONSHIP FOR POINTS INFORMATION.

XIX. SSCC INTERNATIONAL CHAMPIONSHIP

Everyone who enters and starts the Chihuahua Express - International Road Race is eligible for the SSCC International Championship. Points are awarded for position in class for every SSCC event entered. Awards for the winners traditionally take place at the Awards Banquet for the first SSCC event of the next season.

Eligibility:

The only eligibility requirement is that you enter, pass tech and show up at the start line of Chihuahua Express. You need not enter any other events to earn points for the series championship. If you start the start the actual Chihuahua Express event, you will automatically be in the series. This is an International series, so you must compete in the event outside the U.S.

Points:

The International Championship uses the Formula One scoring system by class:

1st in class	=	10 points
2nd in class	=	8 points
3rd in class	=	6 points
4th in class	=	5 points
5th in class	=	4 points
6th in class	=	3 points
7th in class	=	2 points
8th in class	=	1 point

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 Chihuahua Express. Note that there are many classes in 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. You do NOT need to finish in order to score points - just start the event.

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.

XX. RULES OF THE ROAD

FAILURE TO OBEY ANY OF THE FOLLOWING RULES DURING THE COMPETITION WILL RESULT IN YOUR DISQUALIFICATION FROM THE EVENT AND POSSIBLE BARRING FROM FUTURE EVENTS.

1. **DRIVE SAFELY** ●● You must 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 behind 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 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 necessary 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 EXPULSION FROM THE EVENT

4. **PASS ONLY ON THE LEFT** • Passing is only permitted on the left and then only on straight-aways. 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.
5. **STOP OFF THE ROADWAY** • This means completely off the pavement and as far from the roadways 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 affect repairs while stopped is strictly prohibited.**

MEDICAL ASSISTANCE: If you are injured and 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 waived 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.

RADIO'S: 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 worker.

6. **MINIMUM SPEED ON THE COURSE •** 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 class, you must immediately pull off the roadway as described in #5 above. **You may not under any condition re-enter the event after once having stopped for this reason.**
7. **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. Once you stop, you are there for the duration without moving, unless you are stopped at a checkpoint displaying a red flag.
8. **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. The penalties will be as follows:
 - A. You **will** be disqualified from the event.
 - B. You may be barred from the event for 5 years; and
 - C. You **will not** be given your radar speed or your average speed.
 - D. Anything else we can think of to ruin your day.
9. **ADHERE TO THE MINIMUM SPEED AT THE FINISH LINE.**
10. **RADAR SPEED TRAP.** As you approach the radar speed trap, 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.
11. **SAFETY FIRST !!!! •** An incident will ruin everyone's day. Please remember that safety is everyone's responsibility, **INCLUDING YOURS.**

HAVE A SAFE AND FUN EVENT !!

Exhibit A

