

# **B-Sedan Challenge**

## **Regional and National B-Sedan and B-Sedan Lite Series**

Sponsored by SVRA

The B-Sedan Challenge series is designed to celebrate the history of small-bore sedans. Small-bore production cars have been a mainstay in sports car racing and their popularity grew into one of the greatest series in American racing history, Trans-Am!

The goal of the series is to provide close competitive racing for small-bore sedans that competed from January 1966 to October 1979 in Trans-Am, SCCA B-Sedan and IMSA RS. Due to the time period, the numerous rule upgrades and speed enhancements that occurred throughout the original SCCA 2.5 Challenge, to B-sedan's final years, adjustments have been made by the series officials of the B-Sedan Challenge to make all of the vehicles entered as competitive as possible, while adhering to the "Spirit of Vintage Racing," in the hope of creating large competitive fields of cars. The goal is to have safe, close racing among all makes and models.

The B-Sedan Challenge is a nationwide series made up of multiple regions. There will be Regional and National Series Champions. For the 2018 season the National Series Championship race will be held at the US Vintage Racing National Championship at Circuit of The Americas (COTA) at the end of the year. Each regional championship will be determined by points and awards given out at the Saturday night banquet at COTA. The B-Sedan Challenge National Championship winners will be crowned on Sunday. There will be a podium for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in finishing order and a 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> overall series points champion's podium.

The B-Sedan Challenge series is open to all cars like those that competed in the 1966 to 1979 B-Sedan Trans-Am series including both the SCCA 2.5 and IMSA format. Two classes of cars will compete: Traditional B-Sedan cars, and B-Sedan Lite. The wording "2.5" was and is in place to open the series up to specific cars like Ford models which have 2.3 liter motors as stock equipment with the weight of the car corresponding to the nominal displacement of the engine, this is meant to equalize the field. For the complete original rules and a list of all eligible cars refer to the 1972-1979 SCCA GCR's.

**All rules in this document supersede any original or other set of rules where applied. For any odd engine or car specifications please contact the National Director for approval.**

All vehicles are required to display the official B-Sedan Challenge windshield banner at the top of the windshield to be eligible for points. Each region will have a different logo in the left corner of the windshield banner. Series sponsor stickers may be required.

All cars will be weighed with the driver as they exiting the track post-race. To get an accurate weight add 185lbs for the driver to your specific cars minimum weight for the total minimum weight. Example; your cars minimum weight is 1800lbs, add 185 for driver weight for a total official weight of 1985lbs exiting the track. If you weigh more than 185lbs you may take weight out of your car if your total weight is more than your official minimum weight. Likewise if you weigh less than 185lbs you may need to add weight to your car to meet the official minimum weight.

Cars may be weighed at any time. Failure to comply with weigh-ins will result in disqualification of position, loss of session points and will start at the back of the field for the next session. Official event scales will be declared at the beginning of the weekend. The weight is the weight; there is no margin of error. The event scales reflect the final decision for weigh-ins.

Weights of cars not listed may be determined via written requests to the National Director.

Weight penalties may be assessed for minor car spec infractions.

All B-Sedan & B-Sedan Lite cars must be kept neat and clean at all times. Period paint schemes are encouraged as well as period advertising.

## **B-Sedan Challenge Series Competition & Conduct**

The Regional Competition Director/s at any time during a season may use competition adjustments to even the field as he sees fit, these adjustments will carry over to the B-Sedan Challenge Championship weekend.

If a car is prepared beyond the spirit of any of the rules, the car may be disqualified at any time. All cars should be prepared and driven with the “Spirit of Vintage Racing” in mind. All competitors must maintain respect for directors, event officials and their fellow competitors on and off the track at all times. We are here to have fun first and foremost.

Any car infractions or unsportsmanlike conduct during the course of the season shall be dealt with by the regional directors and/or national director. Points may be deducted at director’s discretion.

# POINTS

## **B-Sedan & B-Sedan Lite Points System.**

B-Sedan & B-Sedan Lite will maintain separate overall point standings for purposes of the season point's championship.

**Points will be awarded for finishing positions for 2 races per weekend as follows.**

1st = 11 points

2nd = 10 points

3rd = 9 points

4th = 8 points

5th = 7 points

6th = 6 points

7th = 5 points

8th = 4 points

9th = 3 points

10th = 2 points

11th + 1 point

**Points will be awarded for 2 Qualifying sessions per weekend as follows.**

Points will be awarded for laps completed (rain or shine), 1 point per lap will be awarded based on laps completed as shown on the official event timing and scoring sheets, 8 laps maximum, If actual total Qualifying session laps are more or less than 8 a formula will be applied to equal the maximum 8 laps.

Example, a Qualifying session for whatever reason only has 6 laps;  $8/6=1.333$  points per lap. If you completed 4 of the 6 laps  $4 \times 1.333=5.333$  points will be awarded. If a Qualifying session is called by the event directors (not regional directors) because of inclement weather all cars will receive 8 points. If a Race is called for the same reasons, points will be awarded for the best times in the previous qualifying session or, finishing position of the previous race.

There is one double regional race at The Brickyard and drivers will score points based on their (in region) finishing position not overall finishing position.

The final regional race at COTA will be held on Saturday and will be a double point's race, it will count as the last regional race. The B-Sedan National Championship will be decided on Sunday and will be a double point's race.

A Tie Breaker rule will be applied as follows:

1. Race Starts (Saturdays Qualifying Race is considered a race)
2. Race Laps Completed
3. Average of all Race Finishing Positions
4. Qualifying session points

**NOTE:** Drivers with any violation of any B/S Challenge prep rules, or being found underweight anytime during the season shall NOT be eligible for any tie breaker rule

Drivers may attend events outside their local region for regional points as long as these events are supported by the B/S Challenge Series. (Please see the B/S Challenge schedule)

Any competitors that choose to race nationally instead of regionally may score national championship points at approved events but these points will not count toward a regional championship. This choice must be approved by the National Director prior to your first point's race.

A maximum of 4 events will be scored including 1 out of region event. Competitors may score regional points at the first out of region event attended only. After a 5<sup>th</sup> race in or out of region the lowest scoring weekend event points will be dropped for the maximum number of 4 event weekends. Any official B/S Series events after the first five are not eligible for scoring points.

COTA will be the fifth point's event for all regions and will include 2 Qualifying sessions and a Saturday B-Sedan race. The points scored at this event may not be dropped.

All Drivers are responsible for emailing their highlighted, official, weekend time sheets / results to the National Director in order to score points. Times sheets must be received no later than 7 days after an event to receive points. **Any problems arising at non SVRA events will be assessed by the event organizers, regional director/s and national director, any decisions made will be in the best interest of the B Sedan series and will be final.**

## Registration and Certification

All cars must complete the registration process for the B-Sedan Challenge in order to be eligible for points.

- Fill out the online Competition Passport
- Upload the required pictures to the Competition Passport

Once the Competition Passport is complete the official weight will be assigned and the Competition Passport will be locked. Any modifications or changes in car specs during the year must be updated via email with documentation and pictures, a new weight may be issued when applicable.

All cars will have their Official Competition Passport posted on the SVRA Website for public viewing. All cars on the Website are considered to be in good standing with the B/S Challenge; once a car has been withdrawn or disqualified it will be removed from the website.

The B-Sedan Challenge series will be featured in the 2018 Vintage Racing Quarterly (VRQ) magazine and will post point standings as well as photos and some driver bios.

**Competition Passports must accompany all cars at all events.**

All approved cars will receive a:

- Competition Passport
- B-Sedan Challenge Logbook.
- 2018 B/S Challenge Dash Plaque
- B/S Series Roll Bar Tag stamped with the Competition Passport number
- Official series Windshield Banner
- Official displacement and weight stickers
- Any required series sponsor stickers
- B/S Challenge Hero Cards

As part of the continued efforts to support and grow vintage racing, SVRA will absorb all costs associated with the B-Sedan Challenge series as to not place

any burden on any not for profit racing organizations or the competitors themselves. We simply ask that drivers commit to running at least three events.

### **The following items are prohibited**

- Any performance enhancing Fuel Additives
- Add on ignition management systems. (user controlled spark advance or retard systems)
- Traction Control of any type
- Crank trigger ignitions
- Remote Canister Shocks and or struts of any type
- Remotely adjustable shocks & struts
- Motorcycle or watercraft carburetors
- Digital Dashboards
- Offsetting of the Cylinder head

# **Rules B-Sedan**

## **1.0 ENGINES**

Engines must be naturally aspirated and the same size and manufacture that was available within this B-Sedan Challenge Series specific time period. Engine sizes that did not exist on or before October 31, 1979 or at the end of the production of a specific make and model, whichever came first will not be allowed, except where allowed in these rules. Bore and Stroke must be as manufactured, 1.2mm (.047) maximum overbore allowed. Any “pre-approved” over bored engines will carry a 1.25 pound per extra cc weight penalty. Any odd engine configurations may be allowed on an individual basis with competition adjustments and must be approved by the National Director.

### **1.1**

Open Engine Inspections: All entrants must be prepared to prove bore and stroke to the Competition Director/s at any given event. Declining an inspection will result in automatic disqualification of the event and all seasonal points up to this time forfeited. Please be prepared with the proper tools, gaskets and equipment to remove the head if necessary.

### **1.2 ENGINE PREPARATION**

Engines must be able to run on 112 Octane Race Gas or less. Track fuel must be used at the B-Sedan Challenge Championship weekend and will be checked. Dry Sumps may be approved on an individual basis, a weight penalty may be assessed if approved.

### **1.3**

Flywheels, Clutch's and Starters are open, Starter must be mounted in the original position, IE; forward mount / reverse mount.

## **2.0 TRANSMISSIONS B-SEDAN**

Stock case synchromesh transmissions 4 or 5 speeds are acceptable. Reverse must be fully functioning.

### **2.1**

Dog Ring transmissions in a stock case with recognized factory ratios are allowed with no weight penalty. (Must have documentation for ratios and are



subject to scrutiny). Gearboxes such as Jerico, G-Force, Saenz, Hewland, & Quaife etc. will be penalized 75 LBS, ratios are free. Reverse must be fully functioning in either case.

## 2.2

**BMW** allowed alternate transmissions with no weight penalty:

Getrag 240 / 4 speed

Getrag 242 / 4 speed standard

Getrag 242 / 4 speed close ratio

Getrag 245 / 5 speed o/d

Getrag 240 / 5 speed o/d

Getrag 235 / 5 speed sport transmission, direct drive 5th

Getrag 245/10 5 speed sport, direct drive 5th

Getrag 265 / 5 speed sport transmission, direct drive 5th

ZF Direct Drive 1 = 2.30 / 2 = 1.56 / 3 = 1.28 / 4 = 1.088 / 5 = 1.00

Getrag Gears are free, must be in factory case (BMW or Getrag) transmission.

## 2.3

**Datsun** allowed alternate transmissions with no weight penalty:

All Z car, 200SX or Truck (Stock/Syncro) 4 or 5 speed overdrive transmissions.

Nissan Competition Direct Drive Transmissions:

32010-N3220, option 1- 1<sup>st</sup> 2.818, 2<sup>nd</sup> 1.973, 3<sup>rd</sup> 1.470, 4<sup>th</sup> 1.192, 5<sup>th</sup> 1.00

32010-N3221, option 2- 1<sup>st</sup> 2.348, 2<sup>nd</sup> 1.601, 3<sup>rd</sup> 1.296, 4<sup>th</sup> 1.138, 5<sup>th</sup> 1.00

32010-N3222, option 3- 1<sup>st</sup> 2.192, 2<sup>nd</sup> 1.601, 3<sup>rd</sup> 1.470, 4<sup>th</sup> 1.138, 5<sup>th</sup> 1.00

32010-N3201, option 4- 1<sup>st</sup> 3.321, 2<sup>nd</sup> 2.270, 3<sup>rd</sup> 1.601, 4<sup>th</sup> 1.240, 5<sup>th</sup> 1.00

Optional Nissan Competition 1<sup>st</sup> gears (1.813, 1.832, 1.858 and 1.97) are allowed on any Factory transmission.

Optional Nissan Competition Webster Input Reduction Gear allowed on any Factory transmission.

United Kingdom Elite Transmission Gear sets in a Nissan A or B case

Option 1 – 1<sup>st</sup> 2.823, 2<sup>nd</sup> 1.976, 3<sup>rd</sup> 1.479, 4<sup>th</sup> 1.200, 5<sup>th</sup> 1.00

Option 2 – 1<sup>st</sup> 2.348, 2<sup>nd</sup> 1.601, 3<sup>rd</sup> 1.296, 4<sup>th</sup> 1.200, 5<sup>th</sup> 1.00

Nissan Competition early “A” Transmission with 3 piece case:

Option 1 – 1<sup>st</sup> 2.678, 2<sup>nd</sup> 1.704, 3<sup>rd</sup> 1.262, 4<sup>th</sup> 1.00, 5<sup>th</sup> .852  
 Option 2 – 1<sup>st</sup> 1.858, 2<sup>nd</sup> 1.388, 3<sup>rd</sup> 1.217, 4<sup>th</sup> 1.00, 5<sup>th</sup> .852  
 Option 3 – 1<sup>st</sup> 2.554, 2<sup>nd</sup> 1.758, 3<sup>rd</sup> 1.271, 4<sup>th</sup> 1.00, 5<sup>th</sup> .852

Nissan original equipment (standard)  
 1<sup>st</sup> 2.957, 2<sup>nd</sup> 1.858, 3<sup>rd</sup> 1.311, 4<sup>th</sup> 1.00, 5<sup>th</sup> .852

### 3.0 SUSPENSION B-SEDAN

#### 3.1 FRONT:

Front Suspension and steering type must use the original suspension pieces. Relocation of pick up points is allowed within reason for the purposes of roll center, bump steer, and suspension travel.

#### 3.2 REAR:

Rear Suspension type must be based on the original suspension of vehicle: Semi Trailing Arm rear suspensions are not to be replaced with true I.R.S, Semi Trailing Arm, or Solid Axle systems and vice versa.

Exception: F.I.A group 2 / B-Sedan prepped race vehicles that came stock with leaf spring rear suspensions are allowed to upgrade for safety and performance reasons to a Truck Arm, 3-link, 4-Link, or Modified 4-Link (lotus link) , with a cross link, traditional watts, fixed watts, Mumford link, panhard bar, or J-bar, or any combination thereof. Sprung links of any type are not allowed. Aluminum or Titanium solid rear axle tubes are not allowed. Quick Change center housings are not allowed.

**NOTE:** All live solid axle cars spring and shock assemblies can be of a coil over type, or weight jack spring buckets with a separate shock location. When utilizing a coil over for an upgrade on a solid axle system, the stock shock location on the chassis must be utilized for that assembly. The mechanical advantage or “motion ratio” of the shock location may not be improved over the stock location. Floater type rear axles are allowed. Any non-factory specifications must be **approved and** documented in the cars Competition Passport.

### **3.3 UNDER CHASSIS / AERODYNAMICS**

Under trays are not allowed to extend under the car beyond the opening of the front wheel arches and may not be lower than the original bodywork. Skid Plates are allowed under the oil pan but must serve no other purpose.

### **3.4 SWAY BARS:**

Sway Bars diameter and material and method of attachment are open. Cockpit adjustable Sway Bars are prohibited.

### **4.0 WEIGHT B-SEDAN**

B-Sedan Minimum weight requirement (car only) is ONE pound per nominal C.C. IE; 1800cc = 1,800 lbs, 2000cc = 2,000 lbs, 2300cc = 2,300 lbs. (See Competition Adjustment rules for weight adjustments per car model below)

### **5.0**

#### **WHEELS, B-SEDAN**

Maximum wheel width of 7" x 13", 14" & 15" Wheel diameters appropriate to the make and model are required. Brake cooling fans are not allowed. Brake Ducting is allowed within the confines of approved front end bodywork, core supports, air dams and spoilers. Cars with 14" wheels may go up or down 1" on diameter. All Datsun's must use 13" wheels.

#### **5.1 TIRES:**

The event organizers tire rules must be followed. Tires for the B-Sedan Championship at COTA will use the SVRA Group 8 Tire Rules.

#### **5.2 RAIN TIRES:**

In the event of rain for any timed qualifying session or race, the regional spec tire may be used with rain grooves or any DOT tire (the spec size) with a tread wear of 100 or greater. In the event of rain the "Event" Competition Director will make an official declaration of a "Rain Session" 60 minutes prior to the start of the session.

#### **6.0 BRAKES:**

Only period brake configurations are acceptable, 10.5" maximum front rotor size, add 50lb to any car that has disc brakes on rear that originally came with drum brakes. Any out of spec brake systems will carry a 25lb per corner weight penalty.

## **7.0 WINDOWS:**

Polycarbonate or Lexan material may be use for windshields and must be a minimum of ¼” thick and mounted appropriately. Polycarbonate, Lexan or Plexiglass may be used for all other windows with a minimum thickness of 1/8” and must be mounted appropriately.

**Box Flare, Alpina or FIA body kits may be approved on an individual basis.**

## **B-SEDAN COMPETITION ADJUSTMENTS**

ALFA and BMW 2000cc: Reduction in weight to 1900 LBS

ALFA and BMW 1800cc: Reduction in weight to 1700 LBS

DATSUN 610: L-20B Engine allowed at 2000 LBS

DATSUN 510: L-20B Engine allowed at 2000 LBS

DATSUN: L-20B with FIA head allowed at 2075 LBS

All Push Rod Engine cars are allowed a reduction of 150 LBS to Minimum weight to CC requirement, with a maximum of a 601CC increase to stock displacement. Bore and Stroke is open within this format for these vehicles to allow more cars to compete. Final engine package is not to exceed 2301CC maximum displacement.

All LOTUS (Twin Cam) MODELS: Reduction in Minimum Weight of 100 LBS.

All FORD (Twin Cam) MODELS: Reduction in Minimum Weight of 100 LBS.

MAZDA RX-2 & RX-3: Min. weight - 2000 LBS, 12A only, venturi size is limited to 44mm for the 48MM 2 BBL Downdraft with Street porting, no Peripheral or Bridge porting.

All VOLVO (OHC) MODELS: Reduction in Minimum Weight of 150 LBS.

All VOLKSWAGEN (OHC) MODELS: Reduction in Minimum Weight of 150 LBS.

## **B-SEDAN LITE (BSL) PREP RULES**

### **Cars eligible for BSL cutoff at October 1979:**

Alfa 1600cc, with two 40MM side-draft carbs W/ 34mm chokes, weight 1900 LBS.

BMW 1600, 1600cc with two 40MM side-draft carbs W/ 34mm chokes, weight 1900 LBS.

BMW 2002, 2000cc single 2 barrel 38MM (1.50") downdraft, weight 2000 LBS

Datsun 510, 610, 710, 1800cc single 2 barrel downdraft 38 mm (1.50") weight 1900 LBS.

Datsun 510, 610, 710 2000cc 2 Barrel downdraft 38 mm (1.50") Weight 2000 LBS.

Datsun 200SX, (1977-1979) 2000cc single 2 Barrel downdraft 38 mm (1.50") weight 2000 LBS.

Datsun 510 1600cc, two side-draft 40MM carbs with 34mm choke limit **or optional single 2 barrel downdraft 38 mm (1.50") weight 1900 LBS.**

Ford Cortina up to 1600cc pushrod Two side-draft 40MM carbs with 34mm choke limit Weight 1900 LBS.

Mini up to 1381cc max, Weight 1400 LBS. **Period** open Carburation

Volvo Sedans 1800cc with 2 barrel 38MM (1.50") downdraft Weight 1900 LBS.

Datsun 1200 /B210 / 210 w/ A12 open induction Weight 1300 LBS

Datsun 1200 / B210 / 210 w/ A14 Two side-draft 40MM carbs with 34mm choke, Weight 1500 LBS

Datsun 1200 / B210 / 210 w/ A15 two side-draft 40MM carbs with 34mm choke, Weight 1700 LB

## **Exterior:**

**1.0** A period front spoiler may be mounted below and to the rear of the bumper location. No rear spoilers or wings allowed.

**1.1** Both front and rear bumpers may be removed.

**1.2** Small period correct fender flares are allowed (NO "Box or Alpina" flares).

**1.3** Fiberglass hood and trunk lids are allowed but no other body parts except flares will be allowed in fiberglass. No carbon fiber allowed.

**1.4** Lexan windshield and Plexiglas side and rear windows are allowed.  
Windshields must be Lexan or Polycarbonate only, no Plexiglas allowed and  
Windshields must be ¼" thick and secured properly.

**1.5** No changes to the internal or external coachwork to accommodate installation of the induction system

## **Wheels, Tires and Suspension:**

**2.0** Wheel rim width 6 inches maximum, wheel diameter, +/- 1" diameter is allowed for cars that have 14" wheels. All Datsun's must use 13" wheels.

**2.1** Tires – The event organizers tire rules apply. The B-Sedan Championship will use the SVRA Group 8 tire rules. Same rain tire rules as the BS cars

**2.2** Track width = stock track plus 2". 1" spacer max per corner, negative offset wheels are not allowed.

**2.3** Suspension joints; spherical bearings and/or rod ends are allowed for sway bar end links, upper front strut bearings, and pan-hard rod ONLY. All other suspension bushings may be replaced by urethane or Delrin bushings.

**2.4** Factory suspension control arms must be used. Reinforcement of suspension control arms for safety is allowed.

**2.5** Suspension pickup points may not be moved except for minor slotting to adjust camber, toe and roll centers.

**2.6** Adjustable camber is allowed. Front – only with the top camber plate.  
Rear – only at the control arm bracket or by bending the axle tube.

**2.7** Spring perch height may be adjustable. A smaller diameter coil may be used for tire clearance.

**2.8** Quick-change or knock off-wheels are not allowed.

**2.9** The wheelbase of the automobile may not be changed or relocated.

**2.10** Suspension type (McPherson strut or coil spring/shock combination) must be as originally provided on vehicle.

Engine

**2.11** Rear Suspension type must be based on the original suspension of vehicle. Semi Trailing Arm rear suspensions are not to be replaced with true I.R.S, Semi Trailing Arm, or Solid Axle systems and vice versa.

**2.12** B-Sedan Lite prepped race vehicles that came stock with leaf spring rear suspensions are allowed to upgrade for safety and performance reasons to a Truck Arm, 3-link, 4-Link, or Modified 4-Link (lotus link), with a cross link, traditional watts, fixed watts, Mumford link, panhard bar, or J-bar, or any combination thereof. A maximum of 8 Heim / Spherical joints may be used, if more than 8 are points are used the rest must use Delrin, rubber or urethane. Sprung links of any type are not allowed. Aluminum or Titanium solid rear axle tubes are not allowed. Quick Change center housings are not allowed.

**2.13** All solid axle cars may use coil over shocks or weight jacking spring buckets with a separate shock location. When using an upgraded coil over setup the original shock location must be maintained, the mechanical or motion ratio may not be changed from original. All solid axle cars may use floating hubs.

**2.14** National Director must approve all non-factory solid axle modifications.

## **Engine Specifications:**

**3.0** Maximum overbore is 1.2mm (.047).

**3.1** Only pre **Oct**-1979 model year engine configurations and displacements available for sale in the USA are acceptable. Displacement and engine configuration must be correct for chassis type as sold in the USA.

**3.2** Cylinder heads must be OE for USA production cars. Porting is allowed. Material may not be added to cylinder heads.

**3.3** Stroke must be same as stock for engine used.

**3.4** No dry sump lubrication allowed unless originally factory equipped.

**3.5** No electrically driven water pumps.

**3.6** Charging system, either alternator or generator, must be intact and functioning.

**3.7** Any distributor may be used so long as no engine modifications are required. Any ignition may be used and must be triggered by the distributor.

**3.8** Valve springs, keepers, and retainers are free. No alteration of the valve centerlines allowed. Titanium valves are prohibited. Valve diameter must be stock. Over size valves will carry a 35lb weight penalty.

**3.81** Due to the variances in valve size throughout a manufactures production run, you may use the largest "documented" valve size.

The largest valve sizes allowed for a Datsun is 1.65 intake and 1.38 exhaust.

**3.9** Roller cam followers are not allowed unless stock for production cars

**3.10** Carburetors must be type and number per eligibility list.

**3.11** **All** 2 barrel downdraft carbs are limited to a maximum barrel size of 38mm. Example; Weber 38DGV. Dellorto 38MM 2BBL/ Holley 1.50/38MM 2 BBL



**3.12 All** Side draft carburetors are limited to maximum choke (venturi) of 34mm and maximum barrel (body) size of 40mm. Example; Weber 40DCOE or Mikuni PHH with 34mm chokes.

**3.13 Factory / OEM or aftermarket “cast” intake manifold may be used, fabricated intake manifolds are prohibited without period documentation.**

### **Drivetrain:**

**4.0** Limited slip or locked differentials are allowed. Original OEM case is required.

**4.1** Brake and clutch pedals and hydraulic cylinders are free.

**4.2** Transmissions may have a maximum of 5 forward speeds and functioning reverse. Transmissions must have OE case and internals (synchromesh). Sequential gearboxes and “dog” boxes are prohibited. **Any car using a 4 speed or over drive 5<sup>th</sup> gear transmission qualifies for a 75lb weight reduction.**

**4.3** Stock type diameter flywheel, pressure plate and clutch disc are required. Clutch and pressure plate must be single disc design.

**4.4** Radiators are free but must be in approximately stock location.

**4.5** Engine and/or transmission must be in stock location and may not be repositioned to alter weight distribution.

**4.6** Rotary engines are not allowed.

### **Brakes:**

**5.0** Brake discs, calipers and/or drums must be period correct.

**5.1** Substitution of dual master cylinders and pressure adjusting devices are allowed.

**5.2** Replacement or removal of brake booster systems is allowed.

**5.3** Any car using rear disc brakes that came with drum brakes will incur a 50lb penalty. **Any out of spec brake systems will carry a 25lb per corner weight penalty.**

**5.4** Brake disc diameter 10.5” maximum.

# Regions

## National Director:

Rick Parent, [rick@svra.com](mailto:rick@svra.com)

Local regions are determined by the state in which you reside.

### 1- Northwest Region:

**Director/s:** Jim Froula, [jimfroula@yahoo.com](mailto:jimfroula@yahoo.com)

**States:**

- Oregon
- Washington
- Idaho

### 2 - Southwest Region:

**Director/s:** Steve Link, Matt Rose,  
[fstevenlink@hotmail.com](mailto:fstevenlink@hotmail.com), [mattrose2002@yahoo.com](mailto:mattrose2002@yahoo.com)

**States:**

- California
- Nevada
- Arizona

### 3 - Big Sky Region:

**Director/s:**

**States:**

- Montana
- North Dakota
- South Dakota
- Wyoming
- Nebraska

#### **4 - Mid Central Region:**

**Director/s**

**States:**

- Utah
- Colorado
- Kansas

#### **5 - Longhorn Region:**

**Director/s:** Steve Smargiasso, smarg10@aol.com

**States:**

- New Mexico
- Oklahoma
- Texas
- Arkansas
- Louisiana

#### **6 - Central region:**

**Director/s:** Steve Bonk, datsunracing75@aol.com

**States:**

- Minnesota
- Iowa
- Missouri
- Wisconsin
- Illinois
- Michigan
- Indiana
- Ohio

#### **7 - Northeast Region:**

**Director/s:** Chris Zappa, christopher.zappa@gmail.com

**States:**

- Kentucky
- Virginia
- West Virginia
- Maryland
- Delaware

- Pennsylvania
- New Jersey
- Rhode Island
- Connecticut
- Massachusetts
- New York
- Vermont
- New Hampshire
- Maine

## **8 - Southeast Region:**

**Director/s:** Brian Walsh, [imsars@comcast.net](mailto:imsars@comcast.net)

**States:**

- Mississippi
- Alabama
- Tennessee
- Georgia
- Florida
- South Carolina
- North Carolina

# **Official Races by Region**

## **1 - Northwest Region:**

1. Pacific Raceways, April 27-29 (SOVREN)
2. Spokane County Raceway, June 8-9 (SOVREN)
3. Pacific Raceways July 5-7 (SOVREN)
4. Portland, July 25-28 (SVRA)
5. Portland, September 7-8 (SOVREN)

## **2- Southwest Region:**

6. Willow Springs, March 22-24 (VARA)
7. Autoclub Speedway, April 26-28 (SVRA)
8. Weather Tech Raceway, May 3-5 (SVRA)
9. Willow Springs, September 14-15 (VARA)
10. Any B-Sedan Championship race in any region

## **3 - Big Sky Region:**

Any official TABS 2.5 Challenge Race in any region will count for Big Sky Regional points

## **4 - Mid Central:**

None at this time

## **5 - Longhorn Region:**

11. MSR Houston, February 22-24 (CVAR)
12. Hallet, March 22-24 (CVAR)
13. Eagles Canyon Raceway, April 12-14 (CVAR)
14. MSR Houston, May 17-19 (CVAR)
15. Texas Motor Speedway, September 20-22 (CVAR)

## **6 - Central Region**

16. Road America, May 16-19 (SVRA)
17. Mid Ohio, June 20-23 (SVRA) Indy,
18. August 1-4 (SVRA)
19. Gratten, August 16-18 (VSCDA)
20. Road America, September 11-15 (VSCDA)

## **7- Northeast Region**

21. Lime Rock, May 24-27 (SVRA)
22. Thompson Speedway, June 20-22 (VRG)
23. NJMP, (VRG) July 26-28
24. Watkins Glen, September 5-8 (SVRA)
25. VIR, September 19-22 (SVRA)

## **8 - Southeast Region**

26. Roebling Road, Feb 15-17 (SVRA)
27. Sebring, February 28-March 3 (SVRA)
28. Road Atlanta March 28-31 (SVRA)
29. Indy, August 1-4 (SVRA)
30. Roebling Road, September 7-8 (VDCA)