



## Prototype Sprint Series Association

presented by **Hankook Tire**  
**10/2023**

### Eligibility:

#### Category I:

Ligier LMP3  
Norma LMP3  
Ligier LMP4  
Elan DP02 (SCCA P1 Spec)  
Radical RX (RXC, SR10 and SR8)  
Revolution 500SC  
Stohr WF1 (SCCA P1 Spec)  
West WR1000/WX10 (SCCA P1 Spec)

#### Category II:

Radical SR3 1500 (R5)  
Revolution 427

#### Category III:

Radical SR3 1340 (R3)  
Stohr WF1 (SCCA P2 Spec)  
West WR1000/WX10 (SCCA P2 Spec)  
Sebco/Elan NP01 (NASA NP01Evo Rules)

### Modifications:

No modifications are permitted to any of the approved models unless a Technical Bulletin has been issued to authorize it.

### Relevant Documents:

- All cars must comply with current SVRA General Rules and Regulations
- ACO Rules and Regulations
- Radical Racing Rules
- Homologation Documents for eligible chassis types
- Revolution Racing Rules
- SCCA GCR for cars listed in SCCA P1 and P2 classes.
- NASA Prototype Series (NP01-EVO) Rules

## CATEGORY I

(LMP3) [Ligier LMP315, Norma M30](#)

Nissan VK 50+

(LMP4) [Ligier](#)

(Elan) [DP02](#)

(Norma) [M20](#)

(Praga) [R1 T](#)

(Radical RX) [RXC, SPYDER, SR10, and SR8](#)

RXC - RPE 2.9L V8 / 3.0L V8 / EcoBoost

SPYDER - RPE 2.9L V8 / 3.0L SR 8-V8 /

EcoBoost

SR10 - RPE 2.3L Turbo

SR 8 - RPE 2.7L V8

[Revolution 500C](#)

3.7L Turbo

(Stohr) [WF1](#)

(West) [WR1000/WX10](#)

## CATEGORY II

(Radical R5) [SR3 1500](#)

RPE 1500

[Revolution 427](#)

3.7L N/A

## CATEGORY III

(Radical R3) [SR3 1340](#)

RPE 1340

(Sebco/Elan) [NP01](#)

(Stohr) [WF1](#)

(West) [WR1000/WX10](#)

## Minimum Weights (with driver at end of race):

Car Type	Minimum Weight in Pounds
LMP3	2170 #
Ligier LMP4	2170 #
Elan DP02	Per current SCCA GCR
Norma M20	1400 #
Praga R1 T	1615 #
Radical RXC	2579 #
Radical Spyder (EcoBoost)	2392 #
Radical Spyder (2.9L V8/3.0-V8)	1984 #
Radical SR10	1819 #
Radical SR8	1808 #
Revolution 500	1834 #
Stohr WF1	Per current SCCA GCR
SR3 RS/RSX/XX (RPE 1500)	1565 #
Revolution 427	1808 #
SR3 RS/RSX/XX (RPE 1340)	1565 #
Sebco/Elan NP01	1795 #
West WR1000/WX10	Per current SCCA GCR

- All drivers must weigh at the beginning of the first race of the season, or their first race. This will enable the driver to not need to be present at Official weighing. The Technical Director may require the driver to report to impound in the case that the weighing is questionable. The Technical Director may require any driver to report to technical inspection for re-weighing at any time.
- Vehicles and drivers' safety equipment should be presented for annual inspection at the first event entered.
- Cars may be weighed after any session for compliance. If selected for weighing cars must report to the impound area immediately following the session for weighing.
- Components other substances may not be added to, placed on, or removed from a car or driver after it has been selected for weighing or has finished the post-race scrutineering or during the weighing procedure. Except by a scrutineer when acting in his official capacity.

- Only Scrutineers, Race Officials or crew members requested by the Scrutineers may enter the weighing area during official weighing activities.
- Any Ballast must be properly secured to the chassis and sit within the bodywork. It is recommended the FIA/ACO approved Ballast Mounting System is used.
- No solid, liquid, gas or other substance or matter of whatsoever nature may be added to, placed on, or removed from a car or driver after it has been selected for weighing or has finished the post-race scrutineering or during the weighing procedure. Except by a scrutineer when acting in his official capacity.
- Only scrutineers and officials may enter the weighing area. Only the car's Crew Chief, or its driver may engage the officials. No intervention of any kind is allowed unless authorized by such officials.

Violation of any of the above rules or the car being underweight may cause penalties, including loss of points, loss of position or disqualification.

Any inspections conducted does not transfer any onus, liability, or responsibility from the Entrant/Competitor.

### **Ride Height**

- Ligier LMP3 cars ride height shall be controlled by measurement of the wear surface on the bottom front and rear of the chassis, per ACO specification.
- Radical and Revolution cars ride height shall be 40 mm measured under any part of the suspended car (except breather tubes) The measurement shall be made on a designated surface using an official 40 mm gauge.
- Sebco NP01 EVO cars ride height will be measured WITH driver. The minimum ride height is 2.25" at any point on the chassis/splitter/body not to include any bodywork hardware (rivets/nuts/screws).

At the sole discretion of the Technical Director, measurement allowances may be made for a car with severe body damage, chassis damage or suspension damage. Any allowance given will be in force for that session only.

### **Seals**

It is the competitor's responsibility to ensure all mandatory seals are in place and recorded by the Technical Inspectors prior to qualifying.

- Broken or incorrect seals to those recorded may result in a penalty including disqualification.
- A team wishing to break a seal must make a request to, and receive permission from, the Technical Director prior to breaking a seal.

### **Non-Compliant Parts**

Any vehicles found to have non-compliant parts during or after official sessions are subject to a penalty and possible disqualification.

- It is at the sole discretion of the Technical Director to judge whether a non-conforming part will be subject to penalty.
- Typical penalty will be loss of times in qualifying, a drop of places or all places in final classification, loss of some or all championship points and/or disqualification from the results. Such decision and penalty are not subject to protest or appeal.

Non-compliant parts are subject to seizure by the Technical Director and may not be returned

### **Cooling**

- Taping off the radiators or ducting inlets to control the temperature is permitted.
- Pre-heating of oil and water is permitted.
- 'Hanging' radiators with brackets to prevent them from wearing through the sidepod is permitted. (Radical cars only)
- The fitting and removal of brake duct grills is permitted.
- The use of tape to regulate the amount of air flowing through brake ducts is permitted.
- Adding rubber or sleeves to protect oil and water lines from chaffing is permitted.
- The addition of ducts and duct work to cool the starter motor and alternator is permitted.

### **Bodywork**

- Only bodywork and aerodynamics supplied by each respective Constructor for each specific model edition are permitted.
- All skid blocks must be installed.
- Tape may only be used to cover bodywork fasteners, or aid in a temporary repair.
- Bodywork may not be strengthened or reinforced beyond a typical repair, nor additionally braced or supported, or attached with substitute or additional fasteners.
- Moveable bodywork parts/elements are forbidden when the car is in motion.
- As viewed from above (plan view), in side elevation, from the front and from the rear, the bodywork must not allow mechanical components to be seen, unless explicitly authorized by the present regulations.
- Any system operated automatically and/or controlled by the driver to modify the airflow on the rear wing when the car is in motion is not permitted.
- All air intakes are considered to be part of the bodywork.
- If air intakes or air extractors make mechanical parts visible, they must be fitted with louver's or mesh about 10 mm (to Technical Director's approval).

## Headlights

- The minimum front lighting components must be installed and operational.
- Headlights must be on during all on-track sessions.

## Rear lighting

- Brake lights and taillights must be fitted, and in working order.
- Brake lights must not be wired in a way that allows them to be switched off or have the signal delayed.
- Rain lights must be turned on when wet tires are fitted to the car.
- Newer Radical cars must be fitted with the high intensity central rain light. All other cars must be fitted with rain lights as delivered on the Homologated model.

## Exhaust System

- The exhaust system including silencer must be standard as supplied by the respective Constructor for that model edition.
- Coating or wrapping of the Exhaust is not permitted.
- Officials may require additional noise abatement of the exhaust system, in such cases localized modifications to the exhaust system may be permitted.

## Tires

The only approved tire for each car is the Hankook Ventus tire in either dry or wet models in sizes as follows. **The only permitted dry tire compound for PSSA competition is C52.**

LMP3 and Ligier LMP4	Radical RXC
300/660R18 Front	260/660R18 Front
320/710R18 Rear	300/660R18 Rear
Radical Spyder	Radical SR3, XX, RSX, SR 8, SR10
235/620R17 Front	Revolution 500, 427
300/660R18 Rear	200/580R15 Front
	260/610R16 Rear
Elan DP02	Stohr WF1
230/560R13 Front	180/550R13 Front
280/530R13 Rear	240/570R13 Rear
Norma M20	Praga R1 T
180/550R13 Front	200/580R15 Front
240/570R13 Rear	260/610R16 Rear
Sebco/ Elan NP01	West WR 1000/ WK10
240/610R17 235/620R17 Front	180/550R13 Front
240/610R17 235/620R17 Rear	240/570R13 Rear

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### All cars must conform to their respective Homologation forms without exception.

Technical Bulletins may be issued to amend regulations for one or all cars in the Championship.

All parts must be sourced from Official Constructor's channels and used as intended by the Constructor.

In the event of discrepancy concerning the compliance of the vehicle or of any part it will be the responsibility of the Entrant/Competitor to satisfy SVRA with regards to such compliance.

The Respective Homologation Documents and Series Rules for each championship will be the primary reference for compliance of cars in the Series.

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**Responsibility:** It is the responsibility of each competitor to obtain, understand and comply with all Homologation regulations that apply to these cars as raced in their particular series. There may also be additional SVRA Racing rules that apply to these cars. In particular, the minimum weights, displacements and major specifications may not be changed without approval from SVRA.

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