



Prototype Sprint Series Association
presented by **Hankook Tire**
10/24

Eligibility:

Category I:

Ligier LMP3
Norma LMP3
Elan DP02 (SCCA P1 Spec)
Funyo SP05
Praga R1 T
Radical RX (RXC, SR10 and SR8)
Revolution 500SC
Revolution 500C Evo
Stohr WF1 (SCCA P1 Spec)
West WR1000/WX10 (SCCA P1 Spec)
Wolf GB08 F Mistral PSA Turbo

Category II:

Ligier LMP4
Radical SR3 1500 (R5)
Revolution 427
Sebeco SPX 2.5L Uprated Engine
Stohr WF1 (SCCA P2 Spec)
Wolf GB08 F Mistral 3.7 V6
Wolf GB08 Mistral 2.0 Aurobay
Wolf GB08 Mistral Thunder

Category III:

Radical SR3 1340 (R3)
Rush SR
Sebc0/Elan NP01 (NASA NP01 Evo Rules)
Sebc0/Elan NP01 2.5L Restricted Engine
West WR1000/WX10 (SCCA P2 Spec)

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+

(LMP3) Ligier JS P320, Duqueine 08

Nissan VK 56

(Elan) DP02

(Funyo) SP05

(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

Revolution 500C Evo

3.7L Super Charged

(Stohr) WF1

SCCA P1 preparation

(West) WR1000/WX10

(Wolf GB08 F) Mistral

PSA Turbo

CATEGORY II

(LMP4) Ligier

3.7L N/A

(Radical R5) SR3 1500

RPE 1500

Revolution 427

3.7L N/A

(Sebeco/Elan) SPX

2.5L Uprate Engine

(Stohr) WF1

SCCA P2 preparation

(Norma) M20

(Wolf GB08 F) Mistral

3.7L V6 N/A

(Wolf GB08) Mistral

2.0L Aurobay

(Wolf GB08) Thunder

CATEGORY III

(Radical R3) SR3 1340

RPE 1340

(Rush SR)

(Norma) M20

(Sebeco/Elan) NP01 Evo

2.0L Standard Engine

2.5L Restricted Engine

53mm as supplied by Sebeco

(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
Funyo SP05	1665#
Norma M20 (May be utilized in different classes depending on specification)	Per current SCCA GCR
PragaR1 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 #
Revolution 500C Evo	1775 #
Rush SR	1325#
Stohr WF1 (May be utilized in different classes depending on specification)	Per current SCCA GCR
SR3 RS/R SX/XX (RPE 1500)	1565 #
Revolution 427	1808 #
SR3 RS/R SX/XX (RPE 1340)	1565 #
Sebco/Elan NP01/SPX	1795 #
Sebco/Elan NP01 2.5 restricted	1875 #
West WR1000/WX10 (May be utilized in different classes depending on specification)	Per current SCCA GCR
Wolf GB08 F Mistral PSA Turbo	1235#
Wolf GB08 F Mistral V6	1400#
Wolf GB08 2.0 Aurobay	1400#
Wolf GB08 Thunder	1085 #

- 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.
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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 noted below.**

Model and Tire Size	Tire Compound	Model and Tire Size	Tire Compound
LMP3 and Ligier LMP4		Rush SR	
300/660R18 Front	C52	160/550R13 Front	C92
320/710R18 Rear	C52	180/550R13 Rear	C92
Radical Spyder			
235/620R17 Front	C52	Revolution 500, 427	
300/660R18 Rear	C52	200/580R15 Front	C52
		260/610R16 Rear	C52
Elan DP02			
230/560R13 Front	C72	Revolution 500 Evo	
280/580R13 Rear	C72	215/615R17	C52
		280/660R18	C54
Funyo SP05		Stohr WF1	
215/615R17 Front	C52	180/550R13 Front	C92
235/620R17	C52	240/570R13 Rear	C92
Norma M20		Praga R1 T	
180/550R13 Front	C92	200/580R15 Front	C52
240/570R13 Rear	C92	260/610R16 Rear	C52
Sebco/ Elan NP01/SPX		West WR 1000/	
235/620R17 Front	C52	180/550R13 Front	C92
235/620R17 Rear	C52	240/570R13 Rear	C92
Radical RXC		Wolf GB08 F Mistral	
260/660R18 Front	C52	230/560R13	C72
300/660R18 Rear	C52	280/580R13	C72
Radical SR3, XX, RSX, SR 8, R10		Wolf GB08 F Thunder	
235/620R17 Front	C52	180/550/13	C92
300/660R18 Rear	C52	240/570/13	C92

Points Championships

Sprint Series points will be awarded to the driver in each class within each PSSA Feature Race Group. Points from different groups/classes may not be combined. A driver may score points in any car at his/her disposal as long as it is in compliance with all PSSA Rules and Regulations.

1st - 16 Points	4th - 7 Points	7th - 4 Points	10th - 1 Point
2nd - 12 Points	5th - 6 Points	8th - 3 Points	
3rd - 9 Points	6th - 5 Points	9th - 2 Points	

Points are earned from both the Saturday and Sunday Feature Races. **At events where a third race is available (Enduro), this race will be scored on the same point system for PSSA cars and that total will accrue toward the PSSA Championship. (No separate Enduro Championship for PSSA)** One point will be awarded to competitors finishing 11th and below and completing the first lap of a race. NC/Multi-Class designated competitors are not podium eligible and cannot score points.

Prototype Sprint Series Association will award Constructor's points in each class. Points will be awarded within each PSSA Feature Race as follows.

1st - 8 Points	3rd - 4 Points	5th - 2 Points
2nd - 6 Points	4th - 3 Points	6th - 1 Point

- Constructor's points are awarded to the top finishing positions per constructor to the top six (6) positions per class.
- Vehicles must be classified as a Finisher to score points.
- Ties in the final point standings in the Constructor's Championship will be decided based upon the number of finishes, then, if necessary the number of second place finishes, etc.

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. **Only Technical Bulletins distributed by PSSA will be recognized.**

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. **Competitors must have a copy of the Homologation Document and Series Rules for their car and present it to PSSA Technical Director when requested.**

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.
