

SE-R Cup Series

Rules Subject To Change.
2003 Rules and Classifications, rev. 2.02a

1. Introduction

The SE-R Cup Series was created to meet the needs of Import Coupe racers looking for a series specifically tailored to accommodate modified vehicles that are currently relegated to racing in Unlimited or Spec-limited classes. This class is designed to field an affordable and evenly matched group of Nissan sports compacts and will unify fields of cars that currently race in other sanctioning organizations. This large field/open modification concept will provide racers and vendors access to a promotional and racing vehicle containing similarly prepared and appearing cars that can run nearly unlimited aftermarket-created configurations.

2. Intent

The SE-R Cup Series Rules will encourage each competitor to create an aftermarket-sourced configuration that will make their car perform at an optimum level. The intent of the rules is to allow competitors to use any commercially available parts that will increase the performance and competitiveness of the vehicle and create promotional exposure for that vendor. It is the intent of the series to serve as a “showcase” for aftermarket tuners and manufacturers and to create tremendous exposure for their products and services while providing a friendly, accommodating, and challenging environment for the series drivers. This approach is intended to create a reciprocal relationship that will encourage the aftermarket tuners to give their full support and attention to the competitors in the series. Additionally, this series is intended to provide an affordable introduction to competition with an emphasis on sportsmanship and advancing driver skill. Additionally, the SRX class strives to promote innovation and unique modification to maximize performance from SR20 powered Nissan sport compact chassis.

3. Sanctioning Body

The SE-R Cup Series will be supported and sanctioned by the National Auto Sport Association (NASA). All race events will be governed by the rules set forth by the SE-R Cup Series Directors and NASA officials. All competitors agree to also abide by the rules set forth in the NASA’s 2003 Club Codes and Regulations (NASA CCR) and any supplemental rules issued by the SE-R Cup Series Directors. Any decision made by the SE-R Cup Series Directors regarding the status of SE-R Series Cup competitors or their vehicles is final.

4. Eligible Manufacturers/Models/Configurations

SR Division

- a) All SR20DE powered Nissans with chassis code B13, B14 or B15 or QR25DE Nissans with chassis code B15 certified by the United States Department of Transportation for street use at their date of manufacture.
- b) Front wheel drive.
- c) Front engine.
- d) No tube frame chassis conversions will be allowed.
- e) Vehicle must retain its stock front clip, floor pan, and subframe.

Except where allowed by the rules (section 7. Modifications and elsewhere), all parts must be stock. A stock part is defined as an item of standard or optional equipment that could have been ordered with the car, installed on the factory production line, and delivered through a dealer in the United States or found in the Factory Service Manual (FSM) for United States market B13 and

B14 chassis. Only B15 chassis cars are allowed to run the 6 speed transmission and QR25DE motor and these two must be run together, i.e. no 6 speed SR20DE drive trains.

Alternate components which are normally expendable and considered replacement parts in the FSM or Owner's Manual may be used provided they are the same type and size as the standard parts and used in the same location.

SRX Division

a) All Nissan chassis originally sold with an SR20 engine. This includes, but is not limited to Nissans with chassis code B13-B15, S13-S15, P10-P12.

b) Vehicles must be Nissan engine code SR powered including, but not limited to SR20DE, SR20DET and SR16VE.

b) Vehicle must retain stock unibody including frame rails, firewall, pillars and roof. The floor pan (passenger compartment and trunk) may be cut or altered provided that structural integrity is maintained or increased by this modification and passenger compartment remains closed (i.e. no open floor or trunk).

Except Section 5. Safety, SRX vehicles are unrestricted in modifications.

5. Safety

5.1 Safety Requirements

All safety requirements will follow NASA standards as detailed in the 2001 NASA CCR. Where the SE-R Cup Series Rules and the NASA CCR differ, the SE-R Cup Series Rules will supercede the NASA CCR. All vehicles and competitors must be outfitted with proper NASA CCR-compliant safety gear including, but not limited to: legal roll cages, fire suppression systems, harnesses, window nets, safety switches, and proper driver attire.

5.2 Class Safety

The NASA Chief Scrutineer or SE-R Cup Series Director may exclude any car from competition for any items that the Scrutineer or Director deems to be unsafe. The Event Director may also exclude any car for modifications the Event Director deems to be illegal or unsafe.

5.3 Steering Wheel Lock

Steering wheel locks may remain intact, but it is highly recommended that the steering wheel lock be removed.

5.4 Air Bags

All cars equipped with air bags must either have the systems disabled or removed. Only an SE-R Cup Series Director can make an exception to this rule.

5.5 Sunroofs/Moonroofs

Sunroofs or Moonroofs made of glass must be removed. The opening may be covered with an acceptable material, such as sheet metal, fiberglass or carbon fiber, which is securely attached to the vehicle. Metal sunroofs may be retained if additional fasteners are used to secure them to the vehicle.

5.6 Master switch

The installation of an electrical cutoff (Master Switch) is required and the switch must conform to the specifications set forth in the NASA CCR.

5.7 Fuel Safety Cell

The installation of a fuel safety cell is not required but is highly recommended. If a fuel cell is installed, it must be installed in accordance with the rules set forth in the NASA CCR.

5.8 Fire Extinguisher/Fire System

All cars must have a NASA CCR-compliant fire extinguisher installed in a manner that meets the requirements of the NASA CCR. The installation of an onboard fire system meeting the NASA CCR is not required but is strongly recommended. When a dry sump oil container is placed in the driver's compartment, the competitor must install an onboard fire system that covers the driver's compartment in fire retardant chemicals in the event of a fire and have ready access to the release actuator while seated in the driver's position.

5.9 T-top Cars

T-top cars are allowed to compete in the series, but they must have an additional support bar added to the roof halo of the roll cage running from front to back following the centerline of the car. T-top cars must remove the T-tops during competition unless replaced by an acceptable covering such as sheet metal, fiberglass or carbon fiber, which is securely attached to the vehicle covering the opening, pursuant to the NASA CCR. Cars with removed T-tops must also employ arm restraints as required by the NASA CCR.

5.10 Roll Cage

The roll cage must comply with the roll cage standards of the NASA CCR (including roll cage example diagram), except as follows. The roll cage must be welded to the car, not bolted. The cage shall attach to the car at no more than eight points consisting of the basic cage with six points and two optional firewall braces. Multiple of tubes that attach to the plate or each other at the plate are considered one point. Interior body panels and sheet metal may be bent or altered to accommodate the roll bar design. The forward braces of the roll cage may not penetrate the firewall, but may weld to it. Cars with legal roll cages built for other competition series are eligible for a roll cage waiver provided the cage design does not provide a significant competitive advantage and all roll cage safety requirements are met pursuant to the NASA CCR. This waiver need only be made once and will be noted in the vehicle logbook and shall remain until the cage is altered. Cages for SRX cars are unlimited provided they meet the minimum safety requirements set out in the NASA CCR (including roll cage example diagram) and these rules. Since SE-R Cup Series will likely share the track with larger, heavier cars, the use of 1.75" x 0.120" DOM roll cage material is recommended (but not required).

5.11 Door Safety Bars

In addition to meeting all the NASA CCR specifications for the roll cage, SE-R Cup Series cars must also meet the following additional specifications. Two driver's door bars, conforming to build specification in the NASA CCR, are required. The driver door window glass, window operating mechanism, door panel, and door latch assemblies may be removed, but the OEM side impact beam may not be removed or modified unless NASCAR-style bars which extend to the outer door skin are added to the roll cage. One passenger door bar is required; two are highly recommended. Passenger door window glass, window operating mechanism, door panel, and door latch assemblies and the OEM side impact beam may be removed if two door bars are used in the roll cage.

6. Car Classifications

In order to maintain a fair and competitive racing field, all cars must conform to specific power to weight ratios. As such, there will be two classes in the SE-R Cup Series. Weight is measured with driver. Turbo and super-charged engines are prohibited in the SR class. Variable valve event engines are prohibited in the SR20-powered SR class cars. Nitrous oxide tanks are prohibited in all classes, however plumbing, injectors and other electronics and/or lines for such a system are allowed provided the system is disabled for competition and the tank is removed.

6.1 SE-R Cup

The lower division class will be called “SE-R Cup” [SR] and will have a strict 1:15 (15 pounds of vehicle weight per each horsepower) power to weight ratio **maximum** as measured at the front wheels. All vehicles that compete in this class may have less than the specified amount but may not exceed the 1:15 ratio. The minimum race weight (measured without driver) for SR vehicles is as follows:

B13, B14, S SR20 powered B15 chassis: 2120 lbs.
QR25 powered B15 chassis: 2300 lbs.

Vehicles that exceed this ratio or weigh less than the minimum weight must race in the SE-R Cup Extreme class.

6.2 SE-R Cup Extreme

The upper division class will be called “SE-R Cup Extreme” [SRX] and will include all cars that have a power to weight ratio (measured at front wheels) greater than 1:15 (15 pounds of vehicle weight per each horsepower). SE-R Cup Extreme cars are unrestricted in all modifications unless specified in the below rules.

7. Modifications

7.1 Performance

Any performance modification is allowed provided the car meets the class power to weight ratio rule and complies with the class configuration specifications defined in Section 4. Additionally, any engine data acquisition device used to tune or increase engine power is allowed. Chassis, suspension and brake data acquisition devices are still specifically banned. All safety rules (including 7.8 and 7.9) in this and the NASA CCR must be met for all cars in all classes. No exceptions will be made.

7.2 Updating/Backdating

Updating, backdating and exchanging parts from all vehicles with the same chassis code certified by the United States Department of Transportation for street use at their date of manufacture is allowed in SR provided all other rules are satisfied. Additionally vehicles with B13 and B14 chassis codes may update, backdate and exchange parts from either chassis.

7.3 Tires/Wheels

SE-R Cup SR class cars must use approved tires. SR20-powered SR class cars must use wheels no larger than 15x7 and tires with no larger than a 205mm section. QR25 powered B-15 SR class cars must use wheels no larger than 17x8 and tires with no larger than a 225mm section. Smaller tires and wheels are allowed. Any wheel stud, bolt, and/or nut is permitted.

The approved list of tires follows:

Toyo TA-R1
Kumho Ecsta V700
Kumho Victoracer V700
Nitto NT-555R
Any tire with a UTQG treadwear rating over 140 of the proper size

No other tires are permitted. Petitions to the approved tire list may be made pursuant to Rule 8.7.

7.4 Frame

The entire tub, floor pan, firewall, and frame assemblies must remain in the stock position and cannot be relocated. The only modifications allowed will be in the following instances:

- a) To facilitate the addition of safety equipment such as roll cage bracing,
- b) To facilitate plumbing or electrical access.

7.5 Body/Exterior

7.5.1 All cars must have neat and clean appearances. All panels must fit properly and be free of sharp edges. All panels must be painted, except panels of carbon fiber. No vehicle will be able to compete in more than one event with obvious body damage or unpainted body panels. Body repair shall be performed using every reasonable effort to maintain stock body contours, lips, etc. Unless specifically authorized by the manufacturer for repair, no reinforcement, i.e., seam welding, material addition, etc., is permitted. Structural foam is prohibited. SRX body is unlimited provided a neat and clean appearance is maintained.

7.5.2 It is permitted to alter the interior lip of fenders and wheel openings for tire clearance purposes only. Fenders and wheel openings shall otherwise be unmodified. Plastic fender liners may be removed.

7.5.3 Any front spoiler or air dam is permitted. It shall not extend aft of the transmission mounting point on the front cross member nor lower than the lowest portion of the wheel rims. Additional openings for the purposes of ducting air to the brakes, cooler, intake and/or radiator are permitted. The spoiler shall have no support or reinforcement extending aft of the transmission mounting point on the front cross member nor lower than the lowest portion of the wheel rims.

7.5.4 Openings may be cut in the front valance to allow the passage of ducts leading to each front brakes, cooler, intake and/or radiator. These openings shall serve no other purpose.

7.5.5 All vehicles will be required to run proper decals and stickers as outlined in NASA CCR and decided by the SE-R Cup Series Directors.

7.5.6 Composite hoods are allowed within the power to weight ratio constraints of the SE-R Cup Series Rules. All other body panels must remain stock.

7.5.7 Exposed headlights, parking lights, and side marker lights shall be taped. These lights may be removed provided appearance remains stock or said holes may be used to duct air to the brakes, cooler, intake and/or radiator.

7.5.8 All vehicles must have a minimum of two functioning brake lights.

7.5.9 Towing eyes per NASA CCR are not required, but highly recommended.

7.5.10 Radio antennas may be freely removed or added provided they serve no other purpose.

7.5.11 Fitment of a cold air intake is allowed and enlargement of existing body holes is allowed provided the enlargement serves no other purpose.

7.5.12 Wings

The intent of allowing fitment of an aftermarket rear wing to SR-class cars is to allow owners to achieve an aftermarket-oriented look without providing any significant performance enhancement.

7.5.12.1 Wings may only be attached to the rear decklid. No support structure can extend to the bumper, floorpan, or suspension.

7.5.12.2 Wings must be no wider than the car

7.5.12.3 No part of the wing can extend higher than 12" above the lowest part of the rear decklid.

7.5.12.4 No part of the wing can extend past the rear bumper.

7.5.12.5 The wing is limited to a single plane design

7.5.12.6 The wing cannot incorporate a 'Gurney Flap' at its trailing edge, nor can there be a sharp upturn at the trailing edge (the 'Gurney Flap' function cannot be built in to the wing design).

7.5.12.7 The wing must be incapable of adjustment from within the vehicle, and the wing design must be such that the wing cannot be adjusted with the vehicle in motion.

7.5.12.8 The wing is limited to a chordal section length of 6 inches.

7.5.12.9 The wing must be of sufficient stiffness that no significant deflection of the wing can take place under the influence of aerodynamic loads. The intent of this rule is to ban semi-active wings that adjust pitch in relation to aerodynamic loads. Compliance with this rule will be left solely to the judgement of the Series Director and Chief Scrutineer. Creativity is discouraged.

7.5.12.10 SRX class cars retain unlimited rear wing design limits, with the exception that the wing support structure cannot tie directly to any rear suspension components (ie, control arms, hubs, etc).

7.6 Driver-Passenger Compartment/Trunk

SRX Driver-Passenger Compartment/Trunk is unlimited except 7.6.2 and 7.6.7 and provided all other rules and safety requirements are met.

7.6.1 The driver and passenger seats, seat tracks and/or brackets may be replaced, removed or reinforced. All driver's seats shall be firmly mounted and braced as per NASA CCR.

7.6.2 Any steering wheel or shift knob complying with the NASA CCR may be used.

7.6.3 Gauges, instruments and radios may be removed, replaced, or added in any location. The dashboard shall remain intact in stock location, except to permit roll cage, gauge, instrument and/or radio installation, but the dash vents, braces and any other equipment under the dash may be removed provided the dashboard or panel is securely fastened.

7.6.4 Any interior mirror may be used. Exterior mirrors must retail the stock shell, but may be gutted of power motors.

7.6.5 With the exception of the dashboard, any interior parts or panels within the passenger compartment and/or trunk may be removed provided all other rules are met. Non-structural sheet metal may also be removed. The doors may be modified per rule 5.13 of the SE-R Series Cup.

7.6.6 The addition of a dead pedal/foot rest and heel stop are permitted and recommended as are modifications to the foot pedals, including pedal covers, to improve the comfort of and control accessibility to the driver. Pedal covers must be securely fastened.

7.6.7 All holes in floors and firewalls must be sealed according to NASA CCR.

7.7 Ballast

Ballast can be added in order to meet the power to weight ratio of the SE-R Cup SR class. Ballast may be placed in any location provided it is securely fastened and approved by NASA tech and safety officials. Each ballast piece may not be taller than three inches or stacked higher than three inches. The limit on ballast is 200 lbs. Cars weighing 2120 lbs. or less (weight before ballast) are not allowed more than 100 lbs of ballast.

7.8 Catch Tanks

All engine breathers and coolant overflow lines must vent to a catch tank of adequate capacity to hold any potential overflow. Catch tanks may not be mounted in the driver's compartment.

7.9 Engine Coolant

The only engine coolant used in the radiator shall be water, though surfactants such as Redline "Water Wetter" or Neo Synthetics "Keep Cool" are allowed. The intent of this rule is to avoid slick track conditions produced by spilled antifreeze.

7.10 Brakes

SRX brake systems are unlimited provided all safety requirements in these rules and the NASA CCR are met.

7.10.1 Cars may equip brakes with 11" diameter rotors regardless of stock rotor size. Appropriate size calipers and pads are allowed to fit such rotors. The intent of this rule is to allow B13 and B14 chassis cars the same size brakes as stock B15 brakes.

7.10.2 Brake pads, brake linings, and brake fluid are unrestricted. Brake rotors may be slotted, cross-drilled or cryo treated.

7.10.3 Front brake backing plates may be removed or modified. Air ducts may be fitted to the brakes provided that no changes are made in the body/ structure for their use, except where permitted in these rules.

7.10.4 Brake lines may be replaced with steel lines or Teflon lined metal braided hose. Brake proportioning valves may be used. No modification of the stock (as defined above in 4 and 7.2) master cylinder, its location, or mounting is permitted.

7.10.5 ABS systems must be disabled.

7.10.6 The parking brake and associated mechanisms and components may be removed.

7.11 Suspension

SRX suspension systems are unlimited provided all safety requirements in these rules and the NASA CCR are met.

7.11.1 Any strut and/or insert may be used provided they attach to the original mounting points. The number shall be the same as stock. Remote reservoir shock absorbers are prohibited. Adjustable struts and/or inserts are allowed provided adjustments are limited to a single compression and single rebound range. No strut and/or insert adjustment while in motion is permitted.

7.11.2 Spring ride height may be lowered from stock. Coil springs of any size and rate may be fitted. Only one spring permitted per wheel. Springs must be concentric with the shock/strut tube. Spring perch and upper seat are free. Tender or helper springs are not allowed.

7.11.3 Anti-roll bar diameter may be altered. The anti-roll bar attachment and pivot points on the chassis shall remain as stock. Anti-roll bar to control arm attachment location and type is free. No suspension control mount or component shall be located in the trunk or driver/passenger compartment. Metallic anti-roll bar pivot point bushing material is prohibited.

7.11.4 The fitment of aftermarket camber-caster adjustment plates is permitted provided the adjustment plates do not serve to reinforce or brace the strut tower. Modification of the top of the strut tower to facilitate installation or increase range of adjustment plates is permitted.

7.11.5 B14 chassis cars may have the rear axle-beam bent to correct the stock toe in on the rear wheels. It is recommended a professional do this.

7.11.6 Cars may equip tie bars between lower suspension mounting points. Cars may also equip tie bars between the front or rear upper strut towers. The body may be cut to facilitate the fitment of said tie bars provided the cutting does not damage the structural integrity of the body and provides no other purpose than fitting a tie bar. Front upper strut tower tie bar may be bolted, but not welded, to a secure location on the firewall.

7.11.7 Bushing material, including that used to mount a suspension subframe to the chassis, must be non-metallic. No spherical bearings or heim joints may be used in the control arms, trailing links, Scott-Russell linkage, or axle.

7.11.8 All suspension members and links (control arms, axle, trailing links) must be of the same construction technique, material, and dimensions as stock. Front and rear hubs, tie rods, steering rack, and ball joint must be in the same location as stock, and must have the same form, fit, and function as stock.

7.11.9 The front cross member cannot be replaced, repositioned or altered, except to gain oil pan clearance. Any non-metallic motor mount bushing is permitted, but the location and method of attachment to the engine and chassis cannot be modified.

7.12 Transmission

SRX transmission systems are unlimited provided all safety requirements in these rules and the NASA CCR are met.

7.12.1 No alteration to the stock transmission gear ratios or final drive ratio shall be allowed except where permitted in these rules.

7.12.2 The fitment of any aftermarket limited-slip differentials is permitted.

7.12.3 Any shift lever may be used. Shift linkage and shift linkage mounting points are to remain stock.

8. Rules/Procedures

8.1 Dynamometer Certification

All SE-R Cup (SR class only) participants who wish to compile season points must obtain a certified dynamometer test prior to the start of the race (Note that one certification can be valid for an entire season provided that no modifications are performed to the car). Any SR competitor wishing to race without a Dyno Certification will be required to compete in SE-R Cup Extreme (SRX). All power to weight ratio certifications must be performed by obtaining a certified front wheel horsepower figure at an SE-R Cup approved Dyno center listed below. All competitors will be required to include the latest Dyno certification in their vehicle logbook at all times. Said Dyno certification will include a power graph and peak horsepower but no certification information need be disclosed to other competitors.

SE-R Cup Series vehicles (both SR and SRX) are subject to visual inspection by any NASA Technical Inspector or SE-R Cup Series competitors at any time when the car is at the track or at prearranged mutually agreed upon times when the car is not at the track. The spirit of this rule is to allow competitors to share information regarding modifications proven to enhance performance, which will drive business to the manufacturers of products that increase performance and increase manufacturer support of the series.

At random times or at the discretion of the SE-R Cup Series Directors, any SE-R Cup (SR class) car may be ordered to report for rules compliance on the chassis dynamometer. All official SE-R Cup dynamometer tests will be open. All SE-R Cup Series competitors have the option to be present for official chassis dynamometer testing.

Prior to the chassis dynamometer inspection the competitor may top off any fluids needed to ensure the engine and drive train are not damaged during testing. The fluids must be added with a NASA Technical Inspector present and no other modifications or adjustments may be made to the car.

The chassis dynamometer operator and the SE-R Cup Chief Scrutineer will determine the chassis dynamometer testing procedures and how many test runs will be performed for any given car

being tested in order to obtain accurate test data. To ensure fairness, an SE-R Cup Series appointed official should operate all cars being inspected on the chassis dynamometer.

Any car exceeding the maximum power to weight ratio for their declared class shall be penalized in accordance with the NASA CCR.

SE-R Cup Approved Dyno Centers are listed below. Other Approved Dyno Centers can be added upon written petition to and approval of the SE-R Cup Series Directors.

Dyno Certification should be completed at a SERCA sanctioned "Dyno Day" or similar event. Pricing and details will depend on the venue, but there will be a minimum of 2 pulls allowing simple adjustments like timing. If the competitor can not, or prefers not, to dyno at a SERCA sanctioned event, Dyno Certification can be obtained at any time at an Approved Dyno Center as long as either the Chief Scrutineer or Series Director is present.

Additionally, Series Officials have the prerogative of using the existing trackside dynamometer for compliance testing after a race.

The Approved Dyno Centers shall be:

R & D Dyno Service
115 East Gardena Boulevard, Carson, CA 90745

Motorsport Dynamics
2439 Arden Way, Sacramento, CA 95825

An offset for equipment differences for each Dyno Center will be determined by the Series Officials, publicized and enforced.

8.1.1 Dynamometer Waiver

A competitor who does not possess a valid Dyno certification, but wants to participate in SE-R Cup, may request a one-time waiver to run in an event. However, the competitor must agree to obtain Dyno certification within fourteen (14) days following the race. Any participant granted a waiver must immediately report to impound after the race. The engine compartment will be sealed until the vehicle is presented for Dyno certification. The vehicle must remain in the exact condition as when the vehicle entered impound until after Dyno certification is completed. A NASA official or authorized representative must be present when the vehicle is presented for Dyno certification after obtaining a waiver. If the engine seal has been broken or any other tampering is discovered, the competitor will immediately forfeit all season points accumulated. Points for each event will remain unassigned until all outstanding Dyno waivers are certified.

8.2 Weight Certification

All weight measurements must be done with SE-R Cup approved weight scales or with specific approval from the Series Director.

8.3 Appearance

8.3.1 All cars are required to display at least four official NASA racing stickers. One shall be placed on the front, one shall be placed on each side and one shall be placed on the rear of the vehicle.

8.3.2 Series sponsor decals or stickers may be required as the series progresses.

8.3.3 The driver's last name, or first initial and last name, must be displayed on the bottom right section of the windshield or on the side window in at least 4" letters.

8.3.4 Car numbers must be obtained by contacting the SE-R Cup Series Directors and must be displayed per the NASA CCR.

8.4 Impound

The top three finishing drivers must proceed to impound immediately after the race. Failure to do so may result in penalties being imposed on the driver. If in doubt about finishing position, the vehicle and driver should report to impound. It is purely the driver's responsibility to report to impound with the vehicle and vehicle's logbook at the proper time. At the option of the Series Director, Impound may be waived.

8.5 Non-compliance/Cheating

Cheating and non-compliance will not be welcome and will receive harsh penalties including loss of points, probation or suspension. While on probation, the driver's prizes will be withheld until the end of each season. If a driver completes a two-year probation period successfully, he/she will be reinstated. In any case, a disqualification or suspension will result in a zero points race(s) that cannot be dropped.

8.6 Appeals

Any decision by any NASA officials during an event may be appealed to the Event Director. Appeals must be made immediately following the official's decision in writing by filing an "Appeal Form" with the Event Director. The Event Director's decision shall be final.

8.7 Non-conforming Equipment/Equipment Certification

The SE-R Cup Series Officials must approve any equipment that does not conform to the SE-R Cup Series Rules in advance. For consideration, approval must be made in writing sixty days prior to the date of competition. After receiving the petition, the Series Officials will make a formal announcement of the petition and must rule on the petition within 30 days. The remaining 30 days after ruling will allow other competitors to evaluate newly approved equipment before competition.

9 On Course Conduct

Per the NASA CCR, any driver displaying rough, negligent, or unsportsmanlike conduct will receive harsh penalties, which may include loss of points, suspension and/or fines.

10 Scoring

10.1 Points Structure

It is the intent of the SE-R Cup Directors to have two qualifying points races per weekend. Because of scheduling and other uncontrollable events, this quantity is subject to change. Each driver and team will be allowed to drop 2 races from their points total. These races need not be from the same event and should be dropped to maximize points. All but two of the scheduled races will count towards the season championship.

Points will be awarded per the NASA CCR as follows:

1st - 100

2nd - 90
3rd - 85
4th - 80
5th - 75
6th - 70
7th - 69
8th - 68
9th - 67
10th - 66

Points will continue in descending order, subtracting one point for every position after 10th.

Additionally, 8 points will be awarded to the top qualifier in each class.

All drivers taking the green flag at the first race of the season will be awarded an additional 40 points.

All starters that are not considered finishers (per the NASA CCR) will be given an amount of points equal to half of the last place finisher's points. Points shall be rounded to the next higher whole number if a fraction exists. Racers that start as the only entry in their class need only to complete one lap to be awarded full points.

10.2 Team Scoring

Two or more individuals may elect to share a car and race as a team. SE-R Cup Series does not require both team members to be registered for each event and teams may be declared to the Series Officials regardless of driver competition license status. However, each team driver must have a valid license to compete. Teams must be declared prior to the start of the first race in which the team competes and cannot change after that race.

10.3 Lap Records

Lap records are recorded during qualifying or race sessions, but not practice or testing.