

NASA SE-R Cup Series

2006 Rules and Classifications, rev. 3.9
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1. Introduction

The SE-R Cup Series was created to meet the needs of Import 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 or are classed uncompetitively with 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 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. The SRX class also strives to promote innovation and unique modification to maximize performance from SR20 and QR 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 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

4.1 SR Division

- a) All SR20DE powered Nissans with chassis code B13, B14, B15, P10 or P11; or QR25DE powered 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.
- f) The unibody may not be modified, except where allowed in these rules.

Except where allowed by the rules 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 approved chassis. Only B15 chassis cars are allowed to run the 6 speed transmissions and QR25DE motor and these two must be run together, i.e. no 6 speed SR20DE drive trains and no retrofit of either part into earlier chassis cars.

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.

4.2 IT Exemptions for SR classification

In order to open the SE-R Cup series up to more competitors, SCCA IT classed vehicles may participate in the SE-R Cup under the SR class. No cross-pollination of IT and SR rules will be allowed and all vehicles racing in the series must either comply fully with the SCCA IT rules for their respective car and class, or fully with NASA SR/SRX rules. Competitors wishing to participate must still obtain a NASA logbook, undergo a NASA annual tech inspection and comply with NASA competition licensing procedures. Four NASA stickers must be placed on the vehicle in compliance with the NASA CCR. All SCCA decals must be covered or removed.

The Series Directors and all NASA officials retain the right to exclude any vehicle deemed unsafe from competition. NASA officials also reserve the right to subject IT exempted cars to competition adjustments to maintain parity with current SR class cars. This may include, but is not limited to, additional ballast and restrictor plates.

All S13 and B13 chassis Nissan vehicles under SCCA's ITA classification and all B14, S13, and S14 chassis Nissan vehicles under SCCA's ITS classification are eligible for the SE-R Cup in SR class under this exemption.

4.3 SRX Division

- a) All Nissan chassis with chassis codes B13-B15, S13-S15, P10-P12, B12, and 510.
- b) Engines must be Nissan engine code SR or QR.
- c) Vehicle must retain stock unibody including frame rails, pillars and roof. The firewall and floor pan (passenger compartment and trunk) may be cut or altered for the purpose of fitting a non-standard drive train configuration or roll cage provided that structural integrity is maintained or increased by this modification and passenger compartment remains closed (i.e. no open floor or trunk).
- d) SRX vehicles are unrestricted in all other modifications, but must comply with all safety rules listed in Section 5 and the NASA CCR.

5. Safety

5.1 Safety Requirements

All safety requirements will follow NASA standards as detailed in the NASA CCR. Where the SE-R Cup Series Rules and the NASA CCR differ, the SE-R Cup Series Rules will supersede 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/Clutch Switch

Steering wheel locks and clutch switch may remain intact, but it is highly recommended that they be removed.

5.4 Air Bags

All cars equipped with air bags must either have the systems disabled or removed.

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, polycarbonate 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 Lines/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. The fitment of aftermarket braided stainless steel fuel lines is allowed.

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. Cars with removed T-tops must also employ arm restraints as required by the NASA CCR. 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. In this case, T-top cars do not need the additional support bar to the roof halo.

5.10 Roll Cage

All cars shall have a NASA CCR-compliant roll cage. Additionally, the following points rules apply:

- 1) Any number of additional mounting points may be used.
- 2) Any number of additional tubes may be used, even for chassis stiffening.
- 3) Any size mounting plate may be used, subject to material and minimum specifications in the NASA CCR.
- 4) Two (2) forward cage braces per side (total of four(4)) may pass through the firewall and connect at no more than two points in the engine compartment (i.e. strut tower or frame)
- 5) Tubes may be welded at any contact point, or even be "seam welded."
- 6) If modification number 5.1.4 and/or 5.1.5 above is utilized in SR, an additional thirty (30) pound weight penalty will apply.
- 7) All tubes that are added shall be inspected for safety reasons. Any tube deemed to be hazardous to the driver must be removed.

Cars with legal roll cages built for other competition series may be 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 and not subject to weight penalty provided they meet the minimum safety requirements set out in the NASA CCR (including roll cage example diagram).

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 side door bars conforming to the 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 (as defined in CCR) which extend towards 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 may be removed. If two passenger side door bars are equipped the OEM side impact beam may be removed as well.

6. Car Classifications

In order to maintain a fair and competitive racing field, all SR cars must conform to specific power to weight ratios, but SRX cars are unlimited and do not have to comply with any such ratios. Weight is measured with driver. Turbo and super-charged engines are prohibited in the SR class. Variable valve event engines are prohibited in 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.

The SR class has a strict 1:16 (16 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 of power for their weight, but may not exceed the 1:16 ratio. The minimum race weight (measured with driver) for SR20-powered SR vehicles is **2300 lbs**. QR25 powered vehicles must have a minimum weight of **2550 lbs**. Vehicles that exceed this ratio, weigh less than the minimum weight or vehicles without proper dyno certification must race in the SE-R Cup Extreme class.

SE-R Cup Officials reserve the right to change the minimum weight of each chassis type (B13, B14, B15, P10, P11) as necessary to maintain parity between the different chassis types.

7. Modifications

7.1 SR Engine Modifications

Limited engine modifications are allowed in SR provided the car meets the class power to weight ratio rule and complies with the class configuration specifications defined in Section 4.

7.1.1 For SR, the internal engine parts must be stock genuine Nissan using US or JDM Bluebird spec parts. The long block must be the stock 9.5:1 compression dished piston variant of the SR20DE. No Primera red valve cover, flat top piston 10:1 compression bottom ends are allowed. The SR20VE and all such variants are specifically not allowed in SR. Only the high port (1991-1994), low port (1995-1999), and roller cam (2000-2002) versions of the SR20DE are allowed. All internal parts of the engine including the block, crank, head casting, rods, pistons, valves, retainers, lash adjusters, rocker arms, intake manifold and throttle body must remain unaltered and within the service limits as defined in the appropriate Nissan service manual. The intent of this rule is such that the average person can be competitive with an inexpensive off the shelf junkyard engine as the base of their engine with the addition of a few bolt-on parts.

7.1.2 The following engine parts are unrestricted and can be modified or changed with aftermarket parts provided that the 16:1 power to weight ratio is still maintained. Camshafts, valve springs, rocker blockers, timing gears, exhaust system, exhaust manifold, air intake system (defined as everything in front of the stock throttle body), ECU, MAF, engine bearings, oil pump, water pump, engine accessory drive pulleys may all be modified or replaced.

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. Additionally vehicles with B13 and B14 chassis codes may update, backdate and exchange parts from either chassis.

7.3 Tires/Wheels

7.3.1 SR Tires/Wheels

SR20 powered cars may use a maximum 7-inch wide wheel. QR25 powered cars may use a maximum 8-inch wide wheel. Wheel diameter is unrestricted. All SR cars with the exception of cars waived in using the IT exemption in Section 4.2 must use Toyo RA-1 tires.

7.3.2 SRX Tires/Wheels

SRX cars may use any wheel and any DOT-approved tire.

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

All cars must maintain a neat and clean appearance in accordance with NASA's 50/50 rule. 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.

7.5.1 SRX Body/Exterior

SRX body modification is unlimited provided a neat and clean appearance is maintained according to NASA's 50/50 rule.

7.5.2 SR Body/Exterior

SR vehicle bodywork must remain stock except for the following modifications:

- a) Any bumper cover, front spoiler or air dam is permitted provided it meets the following specifications:
 - 1) A flat splitter that is level with the racing surface may be fitted. Splitters are limited to an aerodynamic working surface length of 4".
 - 2) A belly pan may be fitted to the cars, provided that no portion of the pan extends aft of the leading edge of the front wheel wells. The belly pan must be within 1/4" of being flush with the front splitter and/or the front edge of the air dam if any. The belly pan must be flat and level to the ground plane within 1" from front to rear.
 - 3) No part of the bumper cover, belly pan or splitter should be lower than the bottom of the rim from the racing surface.
 - 4) The use of venturi tunnels, canards, wings, dive planes, curved aerodynamic surfaces or aerodynamic effects not specifically allowed is prohibited. The intent of this rule is to allow the use of simple, inexpensive and available bumper covers,
- b) Any commercially available rear deck spoiler/wing that attaches to bodywork is allowed, but the main element of the rear spoiler/wing may not protrude beyond the overall outline of the body nor extend above the roofline when viewed perpendicular to the ground above the part or in side profile. Spoiler/wings must have a retail cost of under \$500.

- c) Rocker sill kits and rear valences may be acceptable on a case-by-case basis. Consult with the NASA SE-R Cup Series Director for approval.
- d) Splash guards, wheel well molding, and body side molding may be removed or replaced with alternate materials.
- e) Headlight lenses may be replaced with alternate materials of unrestricted origin. Exposed headlights, parking lights, and side marker lights shall be taped.
- f) Tail lights may be replaced with any design that performs the same function. All vehicles must have a minimum of two functioning brake lights. Side marker lights can be replaced with block off plates.
- g) Fender lips may be rolled or flattened for tire clearance. Non-metallic fender liners may be removed.
- h) Hood and trunk pins are allowed. In addition, hood and trunk latch mechanism may be removed so long as some positive action external latch is used.
- i) Radio antennas may be removed or added for two-way communication.
- j) Openings may be cut in the front valance, inner body aprons and or core support to allow the passage of ducts leading to each front brake, cooler, intake and/or radiator. These openings shall serve no other purpose.
- k) Screens or mesh may be added to prevent debris entering the bodywork.
- l) To keep costs down and increase durability, stock glass windshields may be replaced with Lexan windshields provided provisions in the NASA CCR and the proper power to weight ratio are met. The intent of this rule is to improve safety and durability, not to reduce weight. Therefore, Lexan windshields must be at minimum ¼” in thickness. Side quarter windows can be replaced with Lexan. This body modification is for the sole purpose providing a cheap alternative for quarter window replacement.
- m) Composite hoods and rear decklids are allowed within the power to weight ratio constraints of Section 6.
- n) Towing eyes per NASA CCR are not required, but highly recommended

7.6 Driver-Passenger Compartment/Trunk

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 remain stock.

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 5.11.

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 100 lbs, which does not include the weight penalty for roll cage modifications.

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, not to limit water additives.

7.10 Brakes

SRX brake systems are unlimited. SR Brakes must remain stock except as follows:

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

7.10.2 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.

7.10.3 Brake lines may be replaced with steel lines or Teflon lined metal braided hose. Non-stock brake proportioning valves may be used. Any OE Nissan master cylinder may be fitted in place of the stock master cylinder, provided that its location and mounting is the same as stock (i.e. must be a 'bolt-in' installation).

7.10.4 ABS systems must be disabled.

7.10.5 The parking brake and associated mechanisms and components may be removed

7.10.6 Front brakes can be upgraded with non-stock one-piece brake rotors with a maximum permissible diameter of 11" and a maximum permissible thickness of 1.025". Front brake calipers can be upgraded to Wilwood Dynalite calipers (only one caliper permitted per wheel).

7.11 Suspension

SRX suspension systems are unlimited.

SR cars must comply with the following suspension rules:

7.11.1 All suspension arms and links (control arms, trailing links) must be OEM or the exact equivalent. Boxing of the chassis subframe is prohibited. Tie rods ends may be replaced with any substitute to correct bump steer.

7.11.2 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.

7.11.3 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.

7.11.4 Anti-Roll bar diameter may be altered or the bars may be removed entirely. The anti-roll bar attachment location and pivot points on the chassis shall remain as stock. B14 and B15 chassis may add a rear anti-roll bar that bolts or clamps to the trailing arms of the rear suspension. The anti-roll bar to control arm attachment location and type are free to allow adjustability. Remote adjustability of the anti-roll bar is prohibited. The anti-roll bar may not have any mechanism that allows adjustment by the driver while the car is in motion. Bushings attaching the anti-roll bar to the chassis must be non-metallic.

7.11.5 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.

7.11.6 B14 chassis cars may have the rear axle-beam bent to correct the stock toe in on the rear wheels.

7.11.7 Cars may add tie bars between lower suspension mounting points. Cars may also add 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.

7.11.8 Bushing material, including that used to mount a suspension subframe to the chassis is unrestricted.

7.11.9 The front cross member cannot be replaced, repositioned or altered. Any non-metallic motor mount bushing is permitted, but the location and method of attachment to the engine and chassis cannot be modified. The motor must remain in the stock location.

7.12 Transmission/Clutch

SRX transmission systems are unlimited provided a Nissan transmission in the stock case is used. Gears and final drive ratio may be altered in SRX. The fitment of a transmission bell housing scattershield is recommended but not required.

SR cars must comply with the following rules:

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, including aftermarket 'short shift' kits that change the shift lever's fulcrum point. Shift linkage and shift linkage mounting points are to remain stock.

7.12.4 Any surface treatment (cryo treating, shotpeening, etc) can be applied to the gears, as long as their material and dimensions remain stock.

7.12.5 Any transmission fluid may be used

7.12.6 A transmission oil cooler may be added. These are unlimited in design, provided that the sole purpose is to cool the transmission fluid.

7.12.7 Any single disc clutch and/or flywheel with similar size and construction as stock is allowed. Clutch pressure plates must be similar size and construction as stock, however stock configuration pressure plates with greater clamping force are allowed. The intent of this rule is to prohibit exotic and expensive clutch and pressure plate assemblies. 7.5" single disk, low-inertia clutches are specifically prohibited.

7.12.8 The fitment of a transmission bell housing scattershield is recommended but not required.

7.13 Cooling System

7.13.1 The vehicle's cooling system, including fans, radiator, fluid pumps, and oil/fluid coolers, is unregulated, provided that the sole intent of such modifications is to increase the vehicle's reliability and durability in hot weather conditions

7.13.2 The vehicle's structure (including radiator core support) can be modified in order to accommodate cooling system modifications, provided that the modifications do not constitute a substantial non-thermal performance advantage. Interpretation of this rule will be left to the sole discretion of the Series National Director.

7.14 Wiring/Electrical

7.14.1 Vehicle wiring may be added, removed, re-routed, or in any way modified provided that it is done in manner that does not compromise safety.

7.14.2 Any battery may be fitted, and its location may be moved relative to stock provided it is securely fastened. Batteries located in the passenger compartment must be in a battery box consistent with the NASA CCR unless a "dry cell" battery is used.

7.15 Data Acquisition Systems

This section applies to all classes, unless otherwise specified by class rules. All data acquisition systems are prohibited except for NASA approved systems and driver training programs. No data acquisition system may be used in testing, practice, warmup, street driving, or racing (with NASA or any other sanctioning body). No brackets, sensors, or mounting hardware for data acquisition systems are permitted. Violation of this rule is considered to be a violation of the intent of the series. Anyone caught in violation of this rule will be subject to permanent ejection from this series. The following systems are approved for use:

G Analyst
Hot Lap Timer
Hot Lap Performance Monitor
Intercomp Lap Timer
My Chron Light
My Chron 2
My Chron 3
My Chron 3+
My Chron 3 Gold
TachMate 5-Input system
DL-90 Data Logger
GTech Pro SS
GTech Pro RR
Traqmate Basic

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. All competitors will be required to include the latest Dyno certification in their vehicle logbook at all times which shall include a power graph and peak horsepower.

After receiving dyno certification, it is recommended that SR drivers post their minimum weight in 2" numbers on the driver's side of their windshield to assist with impound inspections.

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 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 is 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 Series Director 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 or NASA 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.

Dynamometer tests must be conducted on a DynoJet Model 248 or 224 in a commercial facility that offers Dynamometer testing as part of their business and is open to the public.

8.1.1 Dynamometer Compliance

A competitor who does not possess a valid Dyno certification must run in SRX.

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.

8.3.5 It is recommended that SR drivers post their minimum weight in 2" numbers on the driver's side of their windshield to assist impound inspections.

8.4 Impound

The top three finishing drivers must proceed to impound immediately after the race and qualifying sessions. 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 per the procedures set forth in the NASA CCR.

8.7 Non-conforming Equipment/Equipment Certification

The SE-R Cup National Director 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 National Director 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.

10.2 Team Scoring

Two or more individuals may elect to share a car and race as a team per the CCR rules.

10.3 Lap Records

Lap records are recorded during race sessions, but not practice, qualifying or testing. Lap records may or may not be recorded, depending on region.