



2019 Super GT Rules 08/19/19

A. Overview

1. Mission statement

The mission statement of Super GT is simple: Safe, cheap, fun. To that end, Super GT will always work with racers to find the most cost effective solutions to maintain safety and parity. Our goal is not to build the ultimate race car. Speed Ventures will host each and every Super GT race event concurrent with their existing HPDE, Spec Corvette and Supermiata events. Any questions or concerns regarding event registration can be sent to Speed Ventures. www.speedventures.com

2. Speed Ventures Competition License

A Speed Ventures Competition License will be required to be eligible to participate in any qualifying or race session. Speed Ventures will be the sole issuer of the Speed Ventures competition license. If a driver does not already have a current license with a different race organization, the driver should contact Aaron Bitterman or Adam Gershon at Speed Ventures for licensing procedures. If the driver possesses a current competition license from a different organization, they must provide a race resume and submit to a brief driver interview with Speed Ventures.

3. Drivers in Super GT are ambassadors for both Super GT and our sponsors. This is not optional. Drivers accept that responsibility by entering a Super GT race. You will be admitted to the private facebook drivers group. Any photos or video from an SGT event that is published on the facebook group or youtube becomes the property of Speed Ventures SGT and its sponsors which may be used for promotional purposes.

B. Super GT prep guidelines

If you don't see it listed here, it's not legal. Feel free to contact Speed Ventures or Super GT for clarification

C. GENERAL INFRACTIONS & DRIVER CONDUCT

1. The primary responsibility of every driver while driving their Supermiata on track in practice, race or other non Super GT events, is to avoid contact. This responsibility and obligation overrides all other track position "rights" or etiquette. Just because you reached a corner first and have that track position, does not allow you to insist on holding your line if you know it may or will result in avoidable contact. Failure to take corrective action to avoid contact will result in a penalty on your record as well as the other driver(s) "Involved".

2. General infractions are safety and/or sportsmanship violations including, but not limited to: disregarding flags, unsafe driving, disregard for track protocols, and disobeying or disrespecting marshals, safety crew, and other drivers.

Penalties for general infractions will be determined by Speed Ventures marshals and may include, but are not limited to: fines, loss of season points, disqualification for up to one year.

3. Onboard Video

On board video for the entire race is a requirement of all race drivers. Video taken during race must be submitted to marshals upon request. The requirement to submit race video applies to all drivers whether or not they were involved in an incident.

Any driver who fails to provide on board video at the request of race marshals will be penalized as follows in any given race season:

1st Infraction: \$50

2nd Infraction: \$100

3rd Infraction: \$200

4th+ Infraction: \$400

Passing

4.

a) The first rule of passing in Super GT is that it is always the responsibility of the overtaking driver to complete a pass safely and without contact. This will never be superseded by any other rule.

The overtaking driver earns the right to the line when any part of their car overlaps any part of the leading car. The intent and wording here is to leave no ambiguity on the part of either driver. Driver being passed knows there is a car there. Driver attempting pass makes sure they are seen before asserting their position.

b) The driver in front must leave one car width to edge of track to an overtaking car if there is *any* overlap. This means that if the leading driver loses track of the overtaking car, they must leave one car width to track edge. When in doubt, leave room. If the track edge is fixed or will cause vehicle damage for exceeding it (hay bale, K wall, fence, etc) the leading driver must allow 1.5 car widths. This does not mean that an overtaking driver will always be able to precisely place their car in the space. Because of this potential for imprecision, the responsibility once again falls on the overtaking driver to complete a safe pass without contact. We fully realize that this rule makes overtaking easier. Of course that works both ways, allowing the passed driver to counter attack in the next turn. The generous nature of this rule is to reduce the possibility of contact.

c) If it is clear, upon review of in car video that the leading car made an abrupt blocking maneuver that did not allow for the high closing rate of a car attempting a pass, fault will be placed on the leading driver. In other words, just because a pass attempt may be low percentage, does not give the leading driver the right to slam the door shut and effectively initiate contact when it is otherwise avoidable.

d) If at any time during qualifying or race, a driver cuts the course (one apex) whether due to a mistake or to avoid contact, that driver will be issued a 3s time penalty for that lap. This 3s penalty will be issued for every apex that is cut during that session. Cutting an apex is defined by all four wheels on or inside of white line, dirt or kerbing delineating track edge. If tires closest to racing surface are overlapping track edge, that is considered a course cut. If the driver comes to a stop or has a complete 360° spin during the course cut, no penalty will be issued. If a 3s penalty is issued during a race, it will retroactively be added to total race time and could have an effect on finishing or qualifying positions.

5. Contact

All contact must be reported to Speed Ventures race officials upon completion of the race.

Definitions

Level 1 Contact: Assigned when one or more of the following conditions are met:

- one or both cars leave the racing surface
- one or both cars lose position
- one or both cars sustain significant or permanent damage

Level 2 Contact: Assigned when one or more of the following conditions are met:

- none of the conditions of level 1 contact
- acknowledged contact between two cars at any time during even

Contact responsibility

- Involved (I)
- At Fault (AF)

A Speed Ventures race marshall will attempt to assess fault. If fault cannot be reasonably assessed, all parties will be considered Involved (racing incident).

Penalties accumulate on an annual basis. Each driver starts each season with a "clean slate".

All financial penalties will be paid to Speed Ventures and added to the SuperMiata bank to be used for driver awards and series expenses.

Level 1 AF

- 1st Incident: \$50 fine
- 2nd Incident: \$100 fine
- 3rd Incident: \$200 fine
- 4th Incident: \$400 fine

Level 2 AF

- 1st Incident: \$25 fine
- 2nd Incident: \$50 fine
- 3rd Incident: \$100 fine
- 4th Incident: \$200 fine

5. Procedures

Any driver who believes they were involved in contact at any point during the event must do the following within 30 minutes of contact or race end, whichever is longer:

1. Acknowledge contact with the any and all drivers involved
2. Submit contact form to race director (Aaron usually)

6. Fault Determination

Each set of contact reports will be reviewed and determination made by race director with 1 hour of race end. Each pair of cars/drivers will have one vote in determining fault, as will race director. Majority vote determines fault. Any driver not willing/able to submit video recorded during incident loses their vote.

7. Appeals

Appeal forms plus \$50 donation are to be submitted to race director within one hour of receiving determination. The race director shall recruit no less than 4 other drivers plus any number of safety workers or race observers for a hearing. It is up to race directors sole discretion to decide who hears evidence and votes in the appeal. Majority rules. No further appeal process shall be offered. If the driver submitting the appeal is found NAF, their appeal donation will be refunded. If found AF, the donation will be applied to the SuperMiata BBQ fund

D. Points and series championship

Driver must win at least one race with no less than 3 SGT legal competitors to be awarded the series championship regardless of points earned.

No points drop. All points scored during calendar year will be counted towards championship.

Qualifying minutes scheduled length

P1	6
P2	5
P3	4
P4	3
P5	2
P6	1

P1	21		P9	8
P2	16		P10	7
P3	14		P11	6
P4	13		P12	5
P5	12		P13	4
P6	11		P14	3
P7	10		P15	2
P8	9		P16	1

Heat race of less than 20

Main race of greater than 21 minutes scheduled length

P1	32		P11	16
P2	26		P12	15
P3	24		P13	14
P4	23		P14	13
P5	22		P15	12
P6	21		P16	11
P7	20		P17	10
P8	19		P18	9
P9	18		P19	8
P10	17		P20	7

Enduro of greater than 80 minutes scheduled length

P1	45
P2	32
P3	26
P4	24
P5	22
P6	21
P7	20
P8	19
P9	18
P10	17

1. Safety

1.1. Vehicle

Minimum safety requirements will be no less than industry standard for wheel to wheel amateur club racing in North America. This includes, but is not limited to:

1. Minimum 6pt point cage of 1.5" x .095" wall thickness DOM tubing, 1.75" tubing for cars over 2500lbs. No limit on cage attachment points
2. Current SFI and/or FIA rated 5 or 6 pt harnesses (4pts not allowed)
3. One piece with current SFI or FIA approved halo seat with no less than 4 fixed mounting points. Aluminum shell or expired FIA seats must have fixed back brace. Aluminum seats must also have halo attached to cage structure. All seats must be compliant by January 1, 2019
4. On board fire suppression system with two clearly marked releases. One release must be in center dash area in reach of driver. External release must be within 150mm of A or B pillar, left or right side of car. External pull can be inside or outside of cockpit provided it is easily seen and reached by someone standing next to car by reaching no further than their forearm. Min 2.5L capacity A/B/C type. Must be Ethanol rated if car runs on E85. Must have at least two nozzles, one in engine bay pointed at dipstick, one pointed at drivers torso. Additional nozzles aimed at fuel rail and fuel tank filler hose recommended. Automatic thermo couple triggered systems allowed but must retain a manual pull also. Cars must be compliant with this regulation by January 1, 2020
5. Hand held fire bottle of at least 2.5lbs A/B/C type or Element model 50. Must be Ethanol rated if car runs on E85
6. SFI Center net mounted to cage structure on all ends. Net is intended to prevent shoulder from moving out of seat during side impact. Net should cover area from drivers ear to upper arm at minimum.
7. SFI Window net mounted to cage structure on both ends
8. Car must have master kill switch that turns engine off when activated, regardless of OEM ignition key position. Switch must be clearly labeled. Switch must be in center dash area, within reach of driver while belted.
9. Car must have externally accessible master kill switch with the same functionality as center dash master switch. External switch must be within 150mm of driver side A pillar, inside or outside of car. Cars must be compliant with this regulation by January 1, 2020

2. Driver

1. Super GT drivers are required to implement all safety gear at all times when on track. This means during a race, practice, qualifying, HPDE, test session and/or with other organizations. Visor down or eye protection, full suit, socks, gloves, nets in place, fire system charged and unlocked. Drivers may be fined if observed failing to implement required safety measures at non-Supermiata events.
2. SFI 3.2A/5 or higher rated or FIA 8856-2000 (or newer) one piece driving suit
3. SFI 3.2A/1 & 3.2A/3 suits must be worn with SFI 3.3 or FIA 8856-2000 rated upper and lower underwear
4. SA2010 or newer or FIA 8859-2015, 8860-2010, 8858-2010 full face helmet with functioning visor. M (motorcycle) or non SA (kart) rated helmets not allowed
5. SFI or FIA 8856-2000 rated fire retardant socks, no more than 5 years old
6. SFI or FIA 8856-2000 rated fire retardant driving gloves, no more than 5 years old
7. SFI or FIA 8856-2000 rated fire retardant shoes, no more than 5 years old
8. SFI or FIA 8856-2000 rated head and neck restraint, no more than 5 years old

3. Car Performance

All FWD, AWD, RWD platforms allowed

Min comp weight 2100 lbs, 3500 lbs max comp weight

10.5 lbs/hp, no other modifiers

10.5 lbs tq cap, per pound of comp weight, no other modifiers

-dynojet, 3 pulls within 2 minutes, SAE corrected

-Power area measured at the highest 7 points in 500 rpm increments (3000rpm). Total of 7 points divided by 7 must be less than 91% of peak whp value

-Dyno sheet must be provided to SV tech. Dyno must be dated not more than 6 months prior to race. This means you will need to dyno twice a year

-New dyno sheet must be submitted if any rebuild, modification of fuel type change is made to any part of engine, intake, exhaust, ECU.

All emissions equipment may be removed.

Fuel system free.

Tires: Any 100tw. Allowed exceptions; Toyo RR, Hankook RS4, Maxxis VR1. No other tires above or below 100tw unless specifically listed here.

Tops of tires may not protrude beyond bodywork

Any wheel.

Single element rear wing, max chord 11"

-max width same as widest part of rear fenders

-max end plate area, 180sq/in

Vertical air dam may be added.

Splitter or spoiler max 4" from plumb line off forward most point of OEM body.

-max width splitter=the outer edge of front tires when pointed straight ahead.

Front bumper skin may be replaced with aftermarket provided no spoiler or splitter area protrudes more than 4" from plumb line off forwardmost point.

Rear bumper skin may be cut or trimmed. No aerodynamic elements may be added to rear bumper skin.

Front undertray to front bulkhead/firewall.

No diffusers.

No additional downforce generating elements may be added anywhere on bodywork or under car.

Any brakes. Must be iron rotors.

Brake ducts may be added.

Holes in bodywork for cooling may be added. Cooling holes may not generate downforce.

Any transmission, shift linkage in OEM location. No dog box or sequential.

Any clutch.

Any diff.

Any diff ratio.

Any motor mount.

Any trans mount.

Any diff mount.

Subframes may be modified only for additional strength or to allow alternate engine mounts.

-Non OEM tubular front subframe only allowed if necessary for engine swap.

Any radiator.

Any ECU.

Any shock. Semi-active suspension not allowed.

Any shock mount. Must be within 1" of OEM mount location.

Engine, free.

Maximum ethanol content 85%.

Any wiring harness.

No ECU map switch in car or via Bluetooth. Map switch only via cable.

Battery may be relocated.

Any sway bar or end link.

Any suspension bushing.

Interior may be gutted. This is actually recommend to eliminate flammable polymer trim pieces.

All windows may be replaced with polycarbonate. Acrylic not allowed. Min thickness front, .375". Rear .125"

Main door windows may be deleted.

A maximum of two individual spherical bearings may be used in suspension, in addition to any bearings used in shock mounts or end links.

A maximum of two individual control arms may be any type provided they retain OEM pivot locations.

Bumpsteer correction allowed.

Roll center correction allowed provided it is bolt on and attached to OEM mounting points.

Any camber adjustment allowed.

Seam weld tub allowed.

No restrictions on cage attachment points.

Cage may extend to front and rear upper strut/shock mount locations.

No part of tub may be removed except area in front of radiator, between frame rails for cooling.

Any bolt on body part with OEM shape, materials free.

Fender flares allowed.

Vented hoods allowed. Total vent area cannot exceed 30% of total hood area. No part of vent may protrude more than 1" from OEM hood surface.

Exhaust must exit behind driver.

Engine may be relocated a maximum of 1" any direction from OEM location.

Radiator may be relocated provided it is entirely within OEM body profile.

Roof may be removed. Driver must wear arm restraints if roof is removed.

Fuel tank may be replaced by SFI approved fuel cell in OEM location or trunk. Fuel cell may not be relocated to interior/ driver compartment.