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## Scca class guide

Before the SCCA National Runoffs here is a quick guide to understanding different classes. At first glance, SCCA Road Racing classes can look like alphabet soup. This guide allows you to decrypt different classes, often only in the list of initials. Most of them are abbreviated, but some can be complicated. With the ever-changing policy, some cars can move between classes year after year, so check the latest general SCCA competition rules for up-to-date information. American Sedan (AS)Focuses on American production of V8 cars with modified suspension and brakes. Example cars are the Ford Mustang, Chevrolet Camaro, Pontiac Firebirds and Cadillac CTS-V. American Sedan (AS) Photo courtesy SCCA San Francisco Region Small fun to drive sub-compact cars with minimal preparation. The aim of the class is to ensure competitive races at a lower cost. Changes to cars are made and between different modes penalties are used to ensure capacity parity. Example cars are the Honda Fit, Mazda 2, Chevrolet Sonic and Mini Cooper. B Spec (BS) Photo Courtesy of the Sports Car Club of America (SCCA) E-Production is the fastest among production classes and is located on the circuits of classic and modern production sports cars. Example cars are the Datsun 240z, Mazda Miata, Mazda RX-7, Honda S2000, Triumph TR6, Caterham 7 and BMW Z4. E Production (EP) Photo Courtesy SCCA San Francisco Region These open wheels Formula Cars have used less than 500cc two stroke motors coming from snowmobiles. New engines are now available for use, including a 593cc Rotax with added weight penalties. Internal engine modifications are not allowed. Cars also use unique elastomer puke instead of traditional dampeners. Chassis and bodywork are defined by tight dimensional limitations. Formula 500 (F5) Photo courtesy Ben Beames One of the fastest classes in SCCA, these cars have full ground effects and large front and rear wings. There are a variety of different chassis, including Swift 014a, Swift 016a and Ralt RT41. There are also several engine options, including those from Mazda, Toyota and Honda. The cost of the class, however, has often resulted in small areas of cars. Formula Atlantic (FA) Photo courtesy SCCA San Francisco Region These cars on open wheels use 1000cc engines with engine chains that are high-rotating and make cars sound like high-performance street bikes or older F1 cars. Some cars are converted from Formula Continentals (FC) or Formula Fords (FF), but specific chassis can also be purchased from different manufacturers. Formula 1000 (FB) Photo Vcca San Francisco Region There are some types of cars that can run in Continental Formula (FC), but you'll most often see it is Formula 2000 (FF2000). (FF2000). you can notice these cars with a snorkel as an entry to the driver's right side. Many cars use a flat-bottomed steel pipe frame chassis. The limitations on the front and rear wing limit aerodynamics. The FF2000 series is also part of the Mazda Road to Indy programme. Formula Continental (FC) Photo courtesy SCCA San Francisco Region Built by SCCA Enterprise is a Formula Enterprise specification Formula car built for competitive open wheel racing in the SCCA Championship. The main components, such as engine, transmission and shocks, are all closed to ensure close competition and reduce costs. Formula Enterprise (FE) Photo courtesy of the SCCA San Francisco Region Formerly known as the Ford Formula running the 1600cc Kent engine, a class recently opened to include a 1.5 liter Honda Fit engine. Cars have narrow tires and no wings for some excellent open wheel races. The class has been for more than 45 years and has a history of being a starter series for professional racers. There are a variety of different chassis making, including Lola, Van Diemen and Reynard. Formula F (FF) Photo courtesy SCCA San Francisco Region Formula cars using a sealed 13B Mazda Rotary engine for high recovery action and occasional flames out of exhaust. The cars have a steel tube frame of the chassis, with front bumps on board operated by the upper-arm rocker. The cars also have a front and rear wing. The Mazda formula is often seen as a leap for the Pro-Mazda Championship and the Mazda Indycar ladder system. If you want Braap Braap in your Formula One, this is a race car for you. Formula Mazda (FM) Photo courtesy of SCCA San Francisco Region Many excellent sports car racing here, including some older classics. Example cars are mazda miata, Triumph Spitfire, Lotus Super Seven, Lancia Scorpion and Fiat 124 Spider. F-Production (FP) Photo courtesy of SCCA San Francisco Region Formula Vee is a low-cost Formula Car, with a long racing history of more than 50 years. Designed around the 1963 Volkswagen Beetle using chassis and engine parts from a wider range of years. The cars use a 1200cc engine, transmission and front suspension from the VW log and a variety of different steel pipe frame chassis. The car is popular because of the low cost and the easyness of building its own chassis, car or even a set of different manufacturers. Low horsepower and dry tires make for some excellent race momentum. Formula Vee (FV) Photo courtesy SCCA San Francisco Region This class uses highly modified purpose-built racing cars that allow cevato chassis frames. Cars maintain the appearance of sports cars and sedans, but they are often completely different under bodywork. Grand Touring 1 (GT1)Grand Touring 1 is the fastest among the grand touring classes and is closely related to the Cars of the Trans-Am series. Retired older cars from the Trans-Am series often end up cars include the Porsche GT3 Cup, Chevrolet Corvette and Ford Mustang. Grand Touring 1 (GT1) Photo Courtesy of the SCCA San Francisco Region These cars are lighter and have less power than GT1 cars. Example cars are the Porsche 944, Porsche GT3 Cup, Chevrolet Corvette and BMW M3. Grand Touring 2 (GT2) Photo courtesy of the SCCA San Francisco Region These cars are lighter and have less power than GT2 cars. Example cars are the Mazda RX-3, Mazda RX-7, Nissan 240Z, Nissan 350Z and Toyota Celica. Grand Touring 3 (GT3) Photo Courtesy of the Sports Car Club of America (SCCA) These cars are the easiest and least powerful of the Grand Touring classes. Examples of cars include nissan 200SX, Nissan Sentra, Toyota Tercel, Mini Cooper, Honda CRX and MG Midget Grand Touring Lite (GTL) Photo Courtesy sports car club of America (SCCA) Excellent racing with classic production sports cars. HP is the slowest among production classes and includes examples of cars such as Triumph Spitfire, MG Midget, Honda CRX, Honda Civic, Fiat X-1/9, Austin-Healey Sprite and Volkswagen Golf. H Production (HP) Photo courtesy SCCA San Francisco Region These are purpose-built racing cars that include low-production prototypes such as the Norma M20, Stohr WF1 and Elan DP02. Exotic looking and extremely fast, many with composite or carbon fiber chassis, high end suspension and race-built engines. Prototype 1 (P1) Photo courtesy SCCA San Francisco Region These are purpose-built racing cars that include Stohr WF1 and Radical Prosport. Prototype 2 (P2) Photo Courtesy SCCA San Francisco Region 3rd generation Class Spec Racer with lower minimum weight and increased horsepower rear mounted engine. For these improvements, the lap time was reduced by up to 2-3 seconds. The series still focuses on the driver's knowledge and reduced operating costs. SRF3 can be distinguished from the SRF by orange roll strip, SRF3 decal on the side panel and the sound of the engine. Spec Racer Ford Gen3 (SRF3) Photo courtesy Meghan Frolli Built by SCCA Enterprises this are single elaborate class specifications with tube-framed fiberglass bodied sports racers. Cars use closed transmissions, engines, suspension and certain parts include brakes. The use of standard controlled parts limits consumption for racers without always having to buy the next exotic racing part. A strictly controlled set of rules ensures close racing races based on car preparation and driver knowledge. Note: Older Gen2 cars are no longer a separate national class from 2018, but are still running in many regional competitions. Spec Racer Ford (SRF) Photo Courtesy of Spencer Seim Variety of Mazda Miata with limited and specific modifications. Different generations have been added to restrictions and fines to ensure parity on the ground. The class has entry costs and a lot of competitive competition, which is one of the most popular classes for amateur racing. Spec Miata (SM) Photo courtesy SCCA San Francisco Region Features production vehicles that have medium-level car performance of 3.2 liters and under. Car models have to be newer since 1985. Cars can be driven on the front wheels, rear-wheel drive, naturally aspirativ or turbo charged on some models. Engine replacement is also allowed. The class is similar to World Challenge cars that provide avenues for those racing cars to compete in club racetracks. All these opportunities allow for great development and opportunities for car builders and receivers. Examples of cars include Lotus Elise, BMW M3s, Honda Integra and Civics. Super Touring Under (STU) Photo courtesy SCCA San Francisco Region Similar to the STU, except these are smaller boring cars 2.0 liters and under. Examples of cars are the Honda Civic, Honda CRX, Honda S2000, Acura Integra, Mazda Miata and Mazda RX-7. Super Touring Lite (STL) Photo Courtesy of the Sports Car Club of America (SCCA) Touring categories are numbered so that various high-performance production cars combine in T1, T2, T3 or T4. Cars usually have some permitted changes within the proscribed limits. Frequent changes include roll cages, racing seats, belts, interior removal and other safety features. There are limitations for suspension, brakes and engine modifications. For the most part, these cars are racing versions of common production cars with the same appearance. Touring 1 (T1)Fastest of touring cars, including Porsche 996, Accura NSX, Audi R8, BMW E46 M3, Dodge Viper and Nissan GTR. Photo Courtesy of the Sports Car Club of America (SCCA) Touring Classes (T2-T4), the latest models of production vehicles for racing in competition are widely available. Cars are combined on performance and allow for minimal change to prepare the race. T2 cars include acura TL, BMW M235i, Cadillac CTS-V, Chevrolet Corvette, Ford Mustang, Mitsubishi Lancer EVO, Nissan 370Z and Subaru Impreza WRX STI. Touring 2 (T2) Photo Courtesy of SCCA San Francisco Region Touring 3 (T3) cars include audi TTS, BMW SpecE46, Chevrolet Camaro, Ford Focus RS, Honda S2000, Lotus Elise, Mazda MX-5, Nissan 350z, Porsche Boxster and Volkswagen GTI. Touring 3 (T3) Photo Courtesy of the Sports Car Club of America (SCCA) Touring 4 (T4) cars are Acura Integra, Dodge Dart, Honda Civic, Mazda Miata, Mazda RX-8 and Toyota FRS. Touring 4 (T4) Photo Courtesy of the Sports Car Club of America (SCCA) (SCCA)

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